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PRINTED BY ORDER OF

THE HOUSE OF REPRESENTATIVES,

DURING THE

FIRST SESSION OF THE THIRTY-EIGHTH CONGRESS,

1863–'64.

IN SIXTEEN VOLUMES.

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Volume 13	No. 61 to No. 73.	
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Volume 15	No. 75 to No. 104, except No. 91.	
Volume 16	No. 91.	

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
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38TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 41.

LETTER

OF

THE SECRETARY OF STATE,

TRANSMITTING A REPORT ON THE

COMMERCIAL RELATIONS OF THE UNITED STATES

WITH

FOREIGN COUNTRIES,

FOR

THE YEAR ENDED SEPTEMBER 30, 1863.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1865.

AN ACT to expedite and regulate the printing of public documents, and for other purposes.

* * * * * * * * *

SEC. 5. *And be it further enacted*, That seven thousand copies of the "Commercial Relations," annually prepared under the direction of the Secretary of State, be printed and distributed as follows, viz: the usual number (one thousand five hundred and fifty) for the houses of Congress, four hundred and fifty for the State Department, two thousand for the use of the members of the Senate, and three thousand for the use of the members of the House.

* * * * * * * * *

Approved June 25, 1864.

ANNUAL REPORT

ON

FOREIGN COMMERCE

FOR THE

YEAR ENDED SEPTEMBER 30, 1863.

FEBRUARY 16, 1864.—Referred to the Committee on Commerce and ordered to be printed.

DEPARTMENT OF STATE, *February* 10, 1864.

SIR: In compliance with the acts of Congress of August 16, 1842, and August 18, 1856, I have the honor to transmit herewith a Report on the Commercial Relations of the United States with Foreign Nations for the year ended September 30, 1863.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

ACTS OF CONGRESS creating the Statistical Office of the State Department.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the Secretary of State to lay before Congress, annually, at the commencement of its session, in a compendious form, all such changes and modifications in the commercial systems of other nations, whether by treaties, duties on imports and exports, or other regulations, as shall have come to the knowledge of the department.

Approved August 16, 1842.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in addition to the changes and modifications in the commercial systems of other nations, now required by said act, it shall be the duty of the Secretary of State to lay before Congress, annually, within sixty days after the commencement of each ordinary session, as a part of said report, all other commercial information communicated to the State Department by consular and diplomatic agents of this government abroad, or contained in the official publications of other governments, which he shall deem sufficiently important.

Approved August 18, 1856.

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PART I.

ABSTRACTS

OF

CONSULAR RETURNS

AND

OFFICIAL PUBLICATIONS.

1863.

ABSTRACTS

OF

CONSULAR RETURNS

AND

OFFICIAL PUBLICATIONS.

GREAT BRITAIN.

Statement of the imports from the United States to Great Britain and Ireland of the principal articles of United States produce, and their values, in the ten months ended October* 31, 1863, *compared with the corresponding period of the year* 1862.

[Compiled from British official reports.]

Articles.	Quantity.		Value.	
	1862.	1863.	1862.	1863.
Cotton—raw.....pounds.	6,778,128	4,816,784	$2,416,733	$2,228,616
Corn—wheat..... .....bushels.	23,448,328	13,859,328	37,088,973	18,424,979
flour.....cwt..	4,346,410	2,302,290	15,165,506	7,055,814
†Tobacco—stemmed.....pounds.	8,367,664	6,042,957	2,481,178	1,933,996
unstemmed ....pounds.	14,338,869	21,721,594	2,915,500	4,798,922
manuf'd and snuff..do.	1,146,419	2,363,067	830,602	1,775,975

*The imports from the United States, with their values, are given for ten months only; while the exports to the United States, and their values, are entered for eleven months.

†Countries of origin not given, but this article is chiefly derived from the United States.

Statement of the exports to the United States of the principal articles of British and Irish produce in the eleven months ended November 30, 1863, *compared with the corresponding period of the year* 1862.

Articles.	Quantity.		Value.	
	1862.	1863.	1862.	1863.
Beer and ale ..... barrels..	6,177	7,008	$121,465	$144,517
Coals and culm ..... tons..	300,151	281,421	906,150	804,320
Cotton manufactures, viz:				
Calicoes, cambrics, muslins, and mixed stuffs ..... yards..	89,423,826	63,733,256	8,169,392	6,855,569
Linen—cloths of all kinds and cambrics ..... yards..	54,489,437	63,950,385	6,716,037	8,612,242
thread ..... pounds..	1,836,730	1,864,825	851,642	869,070
Earthenware and porcelain ..... packages..	53,378	57,485	1,455,548	1,566,112
Metals—pig iron ..... tons..	19,456	42,865	257,948	585,402
bar, bolt, and rod iron ..... tons..	39,858	51,970	1,643,727	2,155,634
cast iron ..... tons..	758	1,691	51,880	88,218
railroad iron ..... tons..	16,194	60,710	428,950	1,817,032
hoops, sheet, and boiler plates ..... tons..	13,727	16,864	735,361	770,232
wrought iron, all sorts ..... tons..	10,043	10,489	620,648	896,726
steel—unwrought ..... tons..	11,828	14,663	1,888,979	2,309,507
wrought and partly wrought, bars, bottoms, pans, plates, sheets, nails, and yellow metal for sheathing ..... tons..	5,990	1,844	126,353	37,205
Lead—pig, rolled, sheet, piping, tubing, &c ..... tons..	11,245	2,012	1,113,829	202,776
Tin plates ..... cwt..	563,075	622,066	3,168,070	3,346,390
Oil—seed ..... gallons..	114,305	20,386	79,671	17,588
Salt ..... tons..	128,452	66,531	274,007	125,583
Silk manufactures—broad piece goods, silk, velvets, and satins ..... yards..	473,248	514,910	351,248	450,362
scarfs, shawls, and handkerchiefs ..... dozen..	6,552	3,222	27,757	18,150
Ribbons ..... pounds..	25,248	20,547	138,647	114,940
Soda ..... cwt..	914,079	770,509	1,918,169	1,580,894
Spirits, (British) ..... gallons..	207,682	93,625	157,648	58,868
Woollen and worsted manufact's, mixed or unmixed with other materials, cloths, kerseymeres ..... yards..	5,144,288	4,557,630	3,112,294	2,955,894
Carpets and druggets ..... yards..	1,501,682	1,610,011	1,063,304	1,009,260
Rugs, coverlets, &c ..... number..	218,612	227,786	296,576	329,478
Worsted stuffs ..... pounds..	20,955,376	41,767,406	5,020,914	8,312,003

Comparative statement showing the quantities of raw cotton imported into the United Kingdom, and the countries whence imported, from January 1 to December 31, during twenty years, and also during eleven months ended November 30, 1863.

Years.	United States.	Brazil.	Mediterranean.	British possessions in the East Indies.	British West Indies and British Guiana.	Other countries.	Total.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
1843	574,738,520	18,675,123	9,674,076	65,709,729	1,260,444	3,135,224	673,193,116
1844	517,218,622	21,084,744	12,406,327	88,639,776	1,707,194	5,054,641	646,111,304
1845	626,650,412	20,167,633	14,614,699	58,437,426	1,394,447	725,336	721,979,953
1846	401,949,393	14,746,321	14,278,447	34,540,143	1,201,857	1,140,113	467,856,274
1847	364,599,291	19,966,922	4,814,268	83,934,614	793,933	598,587	474,707,615
1848	600,247,488	19,971,378	7,231,861	84,101,961	640,437	827,036	713,020,161
1849	634,504,050	20,738,133	17,369,843	70,838,515	944,307	1,074,164	755,469,012
1850	493,153,112	30,299,982	18,931,414	118,872,742	238,913	2,090,698	663,576,861
1851	596,638,962	19,339,104	16,950,525	122,626,976	446,529	1,377,653	757,379,749
1852	765,630,544	26,506,144	48,058,640	84,922,432	703,696	3,960,992	929,782,448
1853	658,451,706	24,190,628	28,353,575	181,848,160	350,428	2,084,162	895,278,749
1854	722,151,346	19,703,600	23,503,003	119,836,009	409,110	1,730,081	887,333,149
1855	681,629,424	24,577,952	32,904,153	145,179,216	468,452	6,992,755	891,751,952
1856	780,040,016	21,830,704	34,616,848	180,496,624	462,784	6,439,328	1,023,886,304
1857	654,758,048	29,910,832	24,882,144	250,338,144	1,443,568	7,986,160	969,318,896
1858	833,237,776	18,617,872	38,248,112	132,722,576	367,808	11,148,032	1,034,342,176
1859	961,707,264	22,478,960	38,106,096	192,330,880	592,256	10,773,616	1,225,989,072
1860	1,115,890,608	17,286,864	44,036,608	204,141,168	1,050,784	8,532,720	1,390,938,752
1861	819,500,528	17,290,336	40,892,096	369,040,448	†	10,261,328	1,256,984,736
1862	6,778,128	19,145,392	49,342,048	315,629,216	†	28,612,192	419,506,976
1863, (eleven months)	5,174,512	20,493,424	78,606,864	331,999,136	†	92,461,600	528,735,536

† Included in "Other countries."

Comparative statement showing the quantities of wool (sheep, lamb, and alpaca) imported into the United Kingdom from various countries during a period of twenty years ended December 31, 1862, *and also during eleven months of the year* 1863.

Years.	Spain.	Germany, viz: Mecklenburg, Hanover, Hanse Towns, and Oldenburg.	Other countries of Europe.	British possessions in South Africa.	British possessions in the East Indies.	British settlements in Australia.	South America.	Other countries.	Total.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
1843	597,091	16,805,448	5,877,538	1,728,453	1,916,129	17,433,780	4,588,987	295,667	49,243,093
1844	918,853	21,847,684	15,313,087	2,197,143	2,765,853	17,602,247	3,760,063	1,308,831	65,713,761
1845	1,074,540	18,484,736	17,606,515	3,512,924	3,975,866	24,177,317	6,468,338	1,513,619	76,813,855
1846	1,020,476	15,888,705	11,733,601	2,958,457	4,570,581	21,789,346	4,890,273	2,404,023	65,255,462
1847	424,408	12,673,814	7,935,697	3,477,392	3,063,142	26,056,815	7,295,550	1,665,780	62,592,598
1848	106,638	14,429,161	7,024,098	3,497,250	5,997,435	30,030,567	8,851,211	924,487	70,864,847
1849	127,559	12,750,011	11,432,354	5,377,495	4,182,853	35,879,171	6,014,525	1,004,679	76,768,647
1850	440,751	9,166,731	8,703,252	5,709,529	3,473,252	39,018,221	5,296,648	2,518,394	74,326,778
1851	383,150	8,219,236	14,263,156	5,816,591	4,549,520	41,810,117	4,850,048	3,420,157	83,311,975
1852	233,413	12,765,253	13,382,140	6,388,796	7,880,784	43,197,301	6,252,689	3,661,082	93,761,458
1853	154,146	11,584,800	26,861,166	7,221,448	12,400,869	47,076,010	9,740,032	4,357,978	119,396,449
1854	424,300	11,448,518	14,481,483	8,223,598	14,965,191	47,489,650	6,134,334	2,954,921	106,121,995
1855	68,750	6,128,626	8,119,408	11,075,965	14,283,535	49,142,306	7,106,708	3,375,148	99,300,446
1856	55,090	8,687,781	14,480,869	14,305,188	15,386,578	52,052,139	8,076,317	3,167,430	116,211,392
1857	397,238	6,088,002	23,802,520	14,287,828	19,370,741	49,209,655	9,306,886	7,287,028	129,749,898
1858	110,510	10,595,186	17,926,859	16,597,504	17,333,507	51,104,560	10,046,381	3,024,216	126,738,723
1859	153,874	12,036,125	27,145,518	14,269,343	14,363,403	53,700,542	9,759,779	1,856,050	133,284,634
1860	1,000,237	9,292,942	28,570,342	16,574,345	20,214,173	59,166,618	8,950,629	4,627,303	148,396,577
1861	†	†	24,417,987	18,676,286	19,161,004	68,313,903	‡	16,421,342	146,990,522
1862	†	†	32,771,183	15,266,909	14,867,136	69,144,929	‡	15,788,943	147,839,100
1863*	†	†	25,390,648	16,641,812	16,474,377	74,110,734	‡	19,433,036	152,050,607

* Eleven months. † Included in "Other countries of Europe." ‡ Included in "Other countries."

Comparative statement showing the quantities of raw cotton imported to and exported from Great Britain and Ireland for eleven months of the years 1862 *and* 1863.

IMPORTED INTO.

Countries whence exported.	1862. (eleven months.)	1863. (eleven months.)
From United States.....pounds..	6,778,128	5,174,512
Brazil.....pounds..	19,145,392	20,493,424
Egypt.....pounds..	49,342,048	78,606,864
British East Indies.....pounds..	315,629,216	331,999,136
Other countries.....pounds..	28,612,192	92,461,600
Total pounds.....	419,506,976	528,735,536

EXPORTED FROM.

Countries to which exported.	1862. (eleven months.)	1863. (eleven months.)
To Russia, northern ports.....pounds..	7,559,552	17,099,936
Prussia.....pounds..	9,446,304	11,052,272
Hanover.....pounds..	8,781,696	6,096,160
Hanse Towns.....pounds..	31,699,920	40,294,240
Holland.....pounds..	34,060,544	40,302,528
Other countries.....pounds..	111,721,344	101,857,056
Total pounds.....	303,269,360	216,702,192
Retained for consumption.....	116,237,616	312,033,344
Total imported, (as above).....	419,506,976	528,735,536

ENGLAND.

LIVERPOOL—THOMAS H. DUDLEY, *Consul.*

DECEMBER 1, 1863.

I have the honor to acknowledge the receipt of your despatch No. 242, of the 30th October, making inquiry (at the instance of Judge Fisher, of the Supreme Court of the District of Columbia) about the regulations in Great Britain with regard to preserved fruits imported, and beg leave to state that the customs regulations in Great Britain, applicable to the passage of preserved fruits imported from foreign countries through the custom-houses, are:

In the case of such as are duty free, one outside package in five selected by the officer is to be opened for inspection; should there be small packages within the larger, the officer is to open one or more, so as to satisfy him that the contents are *bona fide* according to the entry. As a rule one package suffices.

In the case of such as are liable to duty, as all fruit and vegetables preserved in sugar, which pay duty, as all fruit, &c., preserved in sugar which pay duty as

succades, and all fruit preserved in spirits, every *outside* package is to be opened, and so many of the inner packages as will satisfy the officer that the contents are *bona fide* and according to entry. As a rule not more than one inner from each outer package is opened.

To ascertain the quantity liable to duty, the inner packages, if any, are weighed gross, and the tare to be allowed as agreed on between the landing officers and the importer. In the event of their not agreeing, the officers would be required to weigh as many packages as would satisfy him of the average. In practice, however, that is never done. It sometimes happens that preserved fruits of different kinds are imported in the same package, and reported as contents unknown; and as the different kinds pay duty as before stated, according to the preserving substance, every package has to be opened to ascertain the nature of the contents.

Exporters and importers should be careful that the contents of each package are accurately described in the invoice and entry, and in such a manner that the description will tally with the marks and numbers of the packages.

These regulations emanate from the board of customs in London, and could only be revised by it. I am satisfied that exporters of preserved fruits suffer loss owing to the delicate nature of the fruit under these regulations, let the examination be ever so carefully conducted; but from my imperfect knowledge of the business, am unwilling to suggest a remedy, even if your despatch should authorize my making an application direct to the board of customs for this purpose; I would therefore respectfully suggest that the exporters themselves should propose some plan by which the loss might be lessened, and the revenue of this country at the same time not impaired. Bearing in mind that spirits and sugar, and everything of which they form a component part, are desirable, and that we cannot expect this country to forego the duty or to relax their regulations so as to open the door to frauds, I shall be most happy to present any plan to the board of customs at London that may be thought proper for a modification of the regulations now existing upon this subject.

MANCHESTER—HENRY W. LORD, *Consul.*

JULY 16, 1863.

You do me the honor to say, in your despatch No. 27, that "the department is glad to have its attention called to act passed in the fifth and sixth years of William IV, in regard to oaths and declarations."

Permit me to express the opinion that such a law of the United States, substituting declarations for oaths, in all matters pertaining to mere routine of business, and reserving the oath for graver and judicial purposes, would be desirable.

The declaration is administered by an officer, and under penalties if false. Oaths lose all appearance of sacredness when administered as they are in consular and custom-house, and other such offices, often in great haste, when time presses, and a score or more of impatient men are waiting to swear and be off.

* * * * * * * * * *

Indeed, custom-house oaths are very lightly spoken of in New York, as well as elsewhere, and my experience as an officer here, (having seen thousands of oaths administered in my office,) leads me to believe that the British government was wise in adopting the declaration in matters of business.

It is not probable that greater truthfulness is obtained; but, perhaps it is as much obtained, and much irreverent swearing is avoided; then the oath, when used, is more respected.

LEEDS—J. W. MARSHALL, *Consul.*

JULY 20, 1863.

I beg to refer you to the enclosed (No. 1) carefully prepared legal opinion of J. Blackburn, esq.; it gives fully, I think, the information asked for in your despatch of June 2, 1863.

I believe it will aid greatly in protecting our revenue interests to have the declarations to invoices of goods shipped from this country to the United States made legally binding upon the parties here. * * * * *

DEAR SIR: I have duly considered the question you have put to me, "Whether the provisions of the 13th section of the act (5 and 6 Wm. IV, cap. 62) are understood to extend to such declarations as are required by the first section of the act of March 3, 1863? In other words, whether an individual in Great Britain, making a false declaration to an invoice of goods, could be prosecuted for committing a misdemeanor agreeably to the provisions of this act?" and I am of the opinion that a person making a false declaration may be so prosecuted in this country. * * * The most material point for consideration is, whether the declaration in question is taken or made in a judicial proceeding or in a proceeding *quasi* judicial, and whether the several matters required by the act of Congress to be verified in this country come within the rule laid down, or whether, so far as the English law is concerned, if the declaration be false it amounts to anything more than a naked lie. Now there is no judicial proceeding pending, but the declaration relates to or concerns matters which may be the subject of legal discussion or investigation, both here and in the United States; and, therefore, the proceeding is *quasi* judicial.

* * It may be contended with some propriety that when any judicial proceeding takes place upon or in reference to any such matters, there the declaration becomes part of the judicial proceeding, so that so soon as legal proceedings are commenced in the United States in respect of the subject of the declaration, a party may be prosecuted here if the declaration be false. But I think it would not be necessary to resort to the proof of legal proceedings in the United States to make a false declaration here punishable, and that a party making such false declaration might be indicted for perjury. It is something more than a lie. The words of the 18th section of 5 and 6 William IV, cap. 62, are important, and show that voluntary declarations may necessarily and properly be made in many cases not specified by the act, such as "in confirmation of written instruments, or allegations, or proof of debts, or of the execution of deeds, *or other matters;*" and if any declaration so made shall be false or untrue in any material particular, the person wilfully making such false declaration will be guilty of a misdemeanor. And the 21st section enacts that where a declaration is substituted for an oath, any party wilfully and corruptly making such declaration, knowing the same to be untrue in any material particular, will be deemed guilty of a misdemeanor.

The act was expressly framed to substitute declarations in lieu of voluntary or extra-judicial oaths. I am, therefore, clearly of opinion that both by the statute and the common law any person making the false declaration in question may be prosecuted in this country. * * * Then the oath must be administered or the declaration taken *before a competent jurisdiction.* Now no consul, vice-consul, consular or commercial agent has, either by statute or the common law of England, power to administer oaths or take affirmations or declarations. Commissioners appointed by the court of chancery have such power; therefore, in such case, there *is* competent jurisdiction; but no act of a foreign state can give jurisdiction to persons in England to administer oaths

which shall be binding in England; and, therefore, no perjury could be assigned upon any such oath or upon any false declaration in this country. * *

I am, dear sir, yours truly,

J. BLACKBURN.

J. W. MARSHALL, Esq.,
United States Consul, Leeds.

NOVEMBER 16, 1863.

I have the honor to inform you that I forward herewith the transcripts of the "invoice books" kept at this office and the consular agencies in this district for the quarter ending September 30, 1863. The amounts of invoices certified are as follows, viz:

At Leeds	$750,969 14
Bradford Agency	1,837,486 03
Sheffield "	940,272 46
Huddersfield "	550,239 01
Hull "	3,912 96
Total	4,082,879 60

CARDIFF—C. D. CLEVELAND, *Consul.*

Comparative statement showing the total exports of coal and iron from Cardiff during the years of 1860, 1861, *and* 1862.

Years.	Tons of coal.	Tons of iron.
1860	1,142,522	169,467
1861	1,127,232	132,493
1862	1,322,531	172,352

BRISTOL—Z. EASTMAN, *Consul.*

AUGUST 5, 1863.

I have the honor to present a statement of the exports from this consular district for the two quarters previous to June 30, 1863. The revenue law, which went into effect on the first of November, has made it obligatory on exporters to forward manifest invoices with their goods, and required the invoices to be verified in the consular district where manufactured—has placed the control of the invoices and the knowledge of the amount of exports more within the reach of the consulates, and we are therefore better able to report the amount of goods manufactured and sent from the district of this consulate, though they may not have been shipped from any port in the district. The quarterly returns of invoices forwarded to the department show the principal part of these goods were shipped from the port of Liverpool.

ıent showing the descriptions and value of the exports from the ılar district to the United States during the quarter ended March

	Soda-ash, &c.	Glass and glass-ware.	Linen goods, webbing, twist, &c.	Pearl and other buttons.	Silk goods.	Paper and paper-ware, &c.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
.....	4,233 1 3	1,676 11 11	869 12 9	1,055 2 9	320 8 8	506 0 0
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	2,955 5 1	.....	577 1 1	*748 11 11
.....	4,233 1 3	1,676 11 11	3,824 17 10	1,055 2 9	897 9 9	1,254 11 11
tes currency, xchange cal-	$31,747 96	$12,574 45	$28,656 69	$7,913 92	$7,734 14	$9,409 48

* Bath brick.

Tabular statement—Continued.

	Chemicals.	Wool.	Iron, hardware, &c.	Miscellaneous.	Total in pounds, shillings, and pence.	Total in dollars, calculating the exchange.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
.....	647 16 0	.....	85,100 0 0	32,962 18 3	127,371 12 7	$955,202 58
.....	.....	.....	.....	9,062 3 6	9,062 3 6	67,966 50
.....	.....	1,500 0 0	963 7 4	31 0 0	2,494 7 4	18,907 62
.....	133 17 1	5,507 11 5	.....	620 5 0	10,542 11 7	78 970 63
.....	781 13 1	7,007 11 5	86,063 7 4	42,676 6 9	149,470 15 0	1,121,047 33
tes cur- rate of ted.....	$5,877 40	$52,536 77	$625,275 22	$318,072 50	.....	1,121,047 33

ment showing the descriptions and value of the exports from the sular district to the United States during the quarter ended June

	Bath and fire-brick.	Cotton and woollen goods and carpets.	Linen goods, webbing, twist, &c.	Silk goods.	Glass and crockery-ware.	Pins, pearl buttons, needles, cutlery, fishing tackle, &c.	Wool.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
....	.....	1,266 1 6	262 8 4	556 6 10	1,647 3 6	8,909 5 11	.....
....	.....	580 16 0	.....	779 15 5	107 12 1	837 4 0	.....
....	.....	.....	.....	.....	.....	.....	.....
....	651 4 1	.....	966 13 7	.....	.....	.....	6,144 6 10
....	651 4 1	1,846 17 6	1,229 1 11	1,336 2 3	1,754 15 7	9,746 9 11	6,144 6 10
ates the nge	$4,884 00	$13,851 56	$9,218 18	$10,020 84	$13,160 84	$73,098 75	$45,002 50

Tabular statement—Continued.

	Guns and gun material.	Iron, hardware, &c.	Miscellaneous.	Jewelry, watches, &c.	Total in pounds, shillings, and pence.	Total in dollars, with exchange calculated.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Birmingham	15,242 17 3	48,185 13 5	993 3 8	1,287 19 2	78,350 19 7	$660,429 79
Worcester	.....	97 16 4	1,436 2 7	.....	2,839 6 5	28,794 88
Gloucester	.....	299 16 9	.....	.....	299 16 9	2,248 62
Bristol	.....	324 1 5	1,092 13 3	.....	9,178 19 2	68,842 25
Total	15,242 17 3	48,907 7 11	3,521 19 6	1,287 19 2	90,669 12 11	760,315 54
Total in United States currency, with the rate of exchange calculated	$114,321 56	$376,805 87	$26,415 00	$9,660 00	.....	760,315 54

During the time in which the exports were made to the United States the rate of exchange rated extraordinarily high. The computation of the value in the United States currency is made to include the average rate of exchange at the time the exports were made. There would be no other fair comparison with the prices for the goods as they netted for the same articles to the con sumers.

This high rate of exchange has had the tendency to discourage importations at home, as will be seen by the falling off in the aggregate, on the second quarter, of more than one-fourth from the first. This decline is more apparent in the latter months, and still continues. There has been more than an equal decline in American products received at this port during the same period.

PLYMOUTH—T. W. FOX, *Consul.*

OCTOBER 10, 1863.

I have the honor to transmit you herewith a return of navigation and commerce at this port by United States vessels during the three months ended the 30th September last, taken from the consular returns, and which you will perceive is limited to one cargo of wheat.

I have to report that commercial affairs remain, as of late, very quiet. Sales of most articles are limited to present wants of consumers. There is no disposition to speculate. This year's harvest of wheat in this country has proved more bountiful in quantity and of finer quality than for many years past. Prices are on the decline, and will, I expect, be still lower. The finest white wheat is worth 44*s.* *a* 45*s.*, and red, 40*s.* *a* 42*s.* per 480 pounds.

Manufactured copper is worth £100 per ton; yellow metal, 9*d.* per pound.

FALMOUTH—ALFRED FOX, *Consul.*

FEBRUARY 2, 1863.

Herewith I beg to remit statement of the sales of copper and lead ores and of block tin for the last quarter of 1862. These statistics have been reported from the "Mining Journal," and may, no doubt, be relied on as correct.

I forward the enclosure in the belief that such information on matters connected with the trade and produce in my consular district will not be unacceptable.

The return of sales of block tin does not include large quantities sold by private contract.

Statement showing the total quantities and amount of sales of copper ores at the Cornwall and Swansea ticketings during the quarter ended December 31, 1862.

CORNWALL.

	£	s.	d.
19,224 tons	234,420	15	0

SWANSEA.

	£	s.	d.
British, 3,304 tons	30,862	0	6
Colonial, 852 tons	23,827	10	6
Foreign, 3,103 tons	42,021	7	6
Total	96,711	8	6

Summary statement of total number of tons and amount of copper ores and sundry mines sold January 22, 1863.

	£	s.	d.
5,926 tons	176,309	1	4

Summary statement of the quantities and amount of lead ores sold for the quarter ended December 31, 1862.

	£	s.	d.
8,216 tons	118,803	4	8

Summary statement of the quantity and amount of sales of block tin during the quarter ended December 31, 1862.

	£	s.	d.
972 tons	67,089	15	3

IRELAND.

CORK—EDWIN G. EASTMAN, *Consul.*

MARCH 21, 1863.

I have the honor to enclose two copies of a new regulation which goes into effect the first day of June, this year, and which will affect American shipping navigating British or French waters in case of a collision.

REGULATIONS FOR PREVENTING COLLISIONS.

BOARD OF TRADE, *January* 12, 1863.

By virtue of the "merchant's shipping act, amendment act, 1862," and of an order in council, dated 9th January, 1863, the following regulations, containing certain verbal amendments, are substituted for the regulations contained in the schedule to the act.

2. The following regulations come into operation on the 1st of June, 1863.

3. The following regulations apply to all ships, whatever their nationality, within the limits of British jurisdiction, and to British and French ships whether within British jurisdiction or not.

4. The order in council containing these regulations is published in the *London Gazette* of the 13th January, 1863.

5. The French copy of the regulations is reprinted from the French version, as published in France under the authority of the French government.

T. H. FARRER, *Assis. Sec'y Marine Department.*

Preliminary.

ARTICLE 1. In the following rules every steamship which is under sail and not under steam is to be considered a sailing ship; and every steamship which is under steam, whether under sail or not, is to be considered a ship under steam.

Rules concerning lights.

ART. 2. The lights mentioned in the following articles, numbered 3, 4, 5, 6, 7, 8, and 9, and no others, shall be carried in all weathers from sunset to sunrise.

ART. 3. Sea-going steamships when under way shall carry:

(*a*) *At the foremast head*, a bright white light so fixed as to show an uniform and unbroken light over an arc of the horizon of twenty points of the compass; so fixed as to throw the light ten points on each side of the ship, viz., from right ahead to 2 points abaft the beam on either side; and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least five miles.

(*b*) *On the starboard side*, a green light so constructed as to throw an uniform and unbroken light over an arc of the horizon of ten points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side; and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.

(*c*) *On the port side*, a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the port side; and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.

(*d*) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these light from being seen across the bow.

ART. 4. Steamships when towing other ships shall carry two bright white mast-head lights vertically, in addition to their side lights, so as to distinguish them from other steamships. Each of these mast-head lights shall be of the same construction and character as the mast-head lights which other steamships are required to carry.

ART. 5. Sailing ships under way or being towed shall carry the same lights as steamships under way, with the exception of the white mast-head lights, which they shall never carry.

ART. 6. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck on their respective sides of the vessel ready for instant exhibition; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

ART. 7. Ships, whether steamships or sailing ships, when at anchor in roadsteads or fairways, shall exhibit, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear uniform and unbroken light visible all round the horizon, and at a distance of at least one mile.

ART. 8. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast-head visible all round the horizon, and shall also exhibit a flare-up light every fifteen minutes.

ART. 9. Open fishing boats and other open boats shall not be required to carry the side lights required for other vessels; but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side; and on the approach of or to other vessels such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light.

Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

Rules concerning fog-signals.

ART. 10. Whenever there is fog, whether by day or night, the for-signals described below shall be carried and used, and shall be sounded at least every five minutes, viz:

(*a*) Steamships under way shall use a steam whistle placed before the funnel not less than eight feet from the deck.

(*b*) Sailing ships under way shall use a fog horn.

(*c*) Steamships and sailing ships, when not under way, shall use a bell.

Steering and sailing rules.

ART. 11. If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collison, the helms of both shall be put to port, so that each may pass on the port side of the other.

ART. 12. When two sailing ships are crossing so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side, except in the case in which the ship with the wind on the port side is close-hauled and the other ship free, in which case the latter ship shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.

ART. 13. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port so that each may pass on the port side of the other.

ART. 14. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

ART. 15. If two ships, one of which is a sailing ship and the other a steamship, are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing ship.

ART. 16. Every steamship, when approaching another ship so as to involve

risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steamship shall, when in a fog, go at a moderate speed.

ART. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.

ART. 18. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following article.

ART. 19. In obeying and construing these rules, due regard must be had to all dangers of navigation; and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above rules necessary in order to avoid immediate danger.

ART. 20. Nothing in these rules shall exonerate any ship, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

OCTOBER 15, 1863.

In compliance with sections 153 and 154 of the consular regulations, I have the honor herewith to enclose such commercial information as a short residence here has enabled me to obtain.

The harbor of Cork is one of the largest and best in the United Kingdom; it is easy of access; of sufficient depth of water for the largest ship; and is capable of holding a thousand sail perfectly sheltered from every wind that blows. It is used principally as "a port of call" and "refuge," and no less than four hundred and eighty-four steamers called at this port in their voyage to and from the United States, to land and embark passengers and mails, for the year ending September 30, 1863.

Ships from all parts of the world call here to communicate with the owners of the cargoes, who then order the ship to proceed to the port of discharge which affords the best market at the time. It is here, also, that the ships which become disabled by the boisterous winds they encounter in their passage across the Atlantic, and are obliged to bear up, can find a port of refuge; where there are excellent facilities to effect repairs necessary to enable them to proceed on their voyage in safety. Such are some of the advantages of Cork harbor.

This year has witnessed, in spite of our national troubles, a large amount of emigration from this country, which has been attributed to three successive years of bad harvests; but the one now being gathered is one of the largest and best produced in Ireland for many years; but instead of checking emigration, it only affords the means for a greater increase, showing that some other reason than bad harvests must be assigned as the cause.

Societies have been organized in this part of the country, and large inducements held out in the shape of premiums for the cultivation of flax, but with very indifferent success in the way of checking emigration. The Galway line of steamers connecting Ireland with America is now in operation, the subsidy required having been granted by the last Parliament. The establishment of this line of steamers has become a question of national and political importance, and, by some people, the future welfare and even the regeneration of Ireland were supposed to depend upon its success; but I must say that I think undue importance has been attached to that enterprise, and I fear its friends will find themselves sadly disappointed.

A line of telegraph has been built the past year, and is now in operation, connecting this port with Cape Clear, off which it is intended to station a boat to intercept the mail steamers, similar to arrangement at Cape Race, thereby placing us about six hours nearer America.

Enclosed are tables of the amount of imports and exports at the port of Cork, as compiled from official sources, likewise the amount of emigration. The report of Mr. Williams, consular agent at Waterford, is herewith enclosed.

Statement showing the description and value, in British currency, of the exportations from the port of Cork to the United States for the last two quarters of the year ending September 30, 1863.

Description.	3d quarter.—Value.	4th quarter.—Value.	Total.—Value.
Magnesia	£534 11*s.* 8*d.*	£185 0 0	£719 11*s.* 8*d.*
Old metals	.....	700 0 0	700 0 0
Calfskins, (tanned)	.....	120 0 0	120 0 0
Total	534 11 8	1,005 0 0	1,539 11 8

Total value of exports, £1,539 11*s.* 8*d.*—$7,451 76. As there was no record of invoices kept by my predecessor, I am unable to obtain any for the previous quarters.

Statement showing the description, quantity, and value of the importations from the United States at Cork for the year ended September 30, 1863.

Description.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£		£		£
Wheat, quarters	26,960	73,081	12,100	18,150	1,800	9,150	53,400	80,900	94,860	181,281
Corn, quarters	32,640		.....	.....	6,450		4,280		43,371	
Deals, pieces	.....	.....	.....	.....	.....	.....	5,680		5,680	
Total	.....	73,081	.....	18,150	.....	9,150	.....	80,900	.....	181,281

OCTOBER 28, 1863.

I have the honor to enclose an account of the emigration from this port for the year ending September 30, 1863, and which should have been sent with despatch No. 69, on commercial information:

Amount of emigration from the port of Cork for the year ending September 30, 1863.

	Number.
For the quarter ending December 31, 1862	3,005
For the quarter ending March 31, 1863	3,033
For the quarter ending June 30, 1863	10,181
For the quarter ending September 30, 1863	8,581
	24,800

All the above embarked from Queenstown in the steamers touching here from Liverpool to New York, and the emigration is now flowing as rapidly as ever.

BELFAST—JOHN YOUNG, *Consul.*

DECEMBER 9, 1863.

By way of contribution to your most valuable labors, I shall here condense together a few facts illustrative of the present state of agriculture in Ireland. The most noticeable feature is certainly the alarming decrease in the amount of acres under crop, and consequently in the product since the year 1847. From the annexed table it will appear that the cultivation of wheat in the year 1862 was only one-third the extent of it in 1847. In oats the decrease during the same period has been in the ratio of 11 to 7. Of barley the decrease has been one-half. The rye crop has sunk to one-third of the crop of 1847.

On the other hand, there has been an increase in the quantities of potatoes, flax, and hay. In 1847 potatoes produced sixteen millions barrels; in 1863 the amount was seventeen millions barrels. The amount of flax raised in 1847 was two million stone weight; in 1862 three and a half million stone weight were raised. The enormous decrease of grain crops in fifteen years does not appear to have resulted mainly from unfavorable seasons, or at least to have been only slightly affected thereby, as the decrease is manifest without estimating the years 1861 and 1862.

In those seasons which were unfavorable to wheat, the quantity raised was as follows:

1847	2,926,000	quarters.
1849	2,168,000	"
1850	1,850,000	"
1851	1,493,000	"
1852	1,154,000	"
1853	1,133,000	"
1854	1,452,000	"
1855	1,520,000	"
1856	1.629,000	"
1857	1,662,000	"
1858	1,746,000	"
1859	1,468,000	"
1860	1,271,000	"
1861	851,000	"
1862	683,000	"

The decrease appears attributable to three causes:

1. The removal of prohibitory duties on the importation of foreign grain;

2. The decrease of the native population, by one-third, through emigration to the United States and the British colonies; and

3. The newly inaugurated policy of many land owners in driving off the agricultural laborers and throwing their lands into grazing farms. * * *

An inference from the above facts is that the poverty of the laboring population who remain has not been materially diminished by the vast emigration. This is proved by the existence of an increase, during the past fifteen years, in the quantity of potatoes cultivated. * * * * * *

During the first seven months of 1863, 80,000 persons emigrated from Ireland. But it is satisfactory to notice that from 1862 to 1863 there has been an increase of 12,700 cattle under two years old, and of 19,000 under one year old. The number of acres under cultivation during the year 1863 is as follows:

In wheat	264,000
In oats	1,948,000
In potatoes	1,023,000

In barley	191,000
In hay	213,000
In turnips	351,000
In smaller crops	100,000
In meadow clover	1,560,000

The number of acres under cultivation for wheat during the last five years is as follows:

1859	464,000
1860	466,000
1861	401,000
1862	356,000
1863	264,000

From this we may fairly conclude that though the last summer has given a good harvest, the small quantity of wheat cultivated will leave the country as dependent on foreign grain as formerly. The cultivation of flax has rapidly increased. The number of acres under cultivation was as follows:

1860	128,000
1861	149,000
1862	150,000
1863	213,000

or nearly double the amount raised three years ago. The causes of this increase are grave matters of history.

While the markets of the world were fully supplied with cotton by southern slave labor, the linen trade, on which the prosperity of the north of Ireland and province of Ulster depended, was in a languishing condition.

The town of Belfast has risen to its present wealth and beauty by the linen trade.

Orders are still flowing into the manufacturers, but their ability to meet the demand is held in check by the small quantity of flax produced. The machinery is here; the active capital is ready; the demand is great; but flax enough to meet it is not grown either in Ireland or elsewhere. Why should not the farmers of the United States step into the opening, and raise flax for export to this country? Flax can be cultivated in America, exported here, manufactured, and returned there, as was done before with cotton. This should be at once commenced. * * * * * * * * * *

The free States cannot grow cotton, but they can produce flax in abundance, and thus destroy the foundation of slavery while they enrich themselves. While the wants of the world loudly demand a great increase in the growth of flax, it cannot be otherwise than anomalous to find that in many places in America it is grown only for the seed, while the fibre is thrown away. The growth of flax does not call for any extra amount of labor; it only requires ground carefully pulverized and kept free from weeds. The steeping of it may be attended with some difficulties at first, but as the article must be raised some people will soon find out the soft water necessary and the proper time necessary for submersion. Mills for scutching it must also be provided, but as the American people have thus far equalled, if not excelled, all other nations in improvements in machinery, these can readily be introduced as soon as the cultivation is fairly commenced. Great efforts are making at this time to introduce the cultivation of flax into Canada. In this important step towards national wealth I am confident that our own country will not be left behind, and that it is only requisite for our people to know that there is a demand to induce them to furnish a supply.

WATERFORD—RICHARD P. WILLIAMS, *Consular Agent.*

Summary statement showing the imports of grain, &c., into Waterford from all countries during the year ended September 30, 1863.

Countries whence derived.		Quantity.
United States		35, 536 qrs. grain.
From the Danube		228, 721 " "
Russia		46, 220 " "
Turkey	190 tons bark....	20, 232 " "
	156 tons valonia.	.....
France		3, 345 " "
British America	70 tons fish	9, 701 " "
	5, 441 loads timber.	.....
Greece		2, 000 " "
Norway	2, 150 tons ice.....	.....
	882 loads timber.	.....
Prussia	650 " "	.....
Total		345, 755 " "

POSSESSIONS AND DEPENDENCIES.

MONTREAL—JOSHUA R. GIDDINGS, *Consul-General.*

JUNE 12, 1863.

In answer to the communication of the department, I would remark that the action of the executive council, as stated in enclosure No. 1 of my despatch 25, is final, and that sawed veneering is now admitted *free of duty* to this province.

JULY 28, 1863

I have the honor to acknowledge the receipt of your despatch No. 3.

To the inquiry therein, "whether any tonnage duties are levied and collected by the *British* authorities on American shipping, entering otherwise than by sea any port within my consular jurisdiction," I am enabled to answer that no such duties are levied except by the local authorities in certain ports for harbor purposes. The harbor commissioners for Montreal have levied tonnage dues on all shipping remaining twenty-four hours in this port at the rates stated in the enclosed printed circular. In Toronto and other ports in these provinces similar dues are collected for like purposes. Otherwise than this, no tonnage duties are collected by the British authorities on American shipping in this consular district.

TARIFF.

Rates and dues to be levied in the harbor of Montreal, under and by virtue of the act 18 *Vic., cap.* 143, *on and after the* 1*st July*, 1855.

DUES TO BE LEVIED ON ALL VESSELS IN THE HARBOR.

On steamboats measuring fifty tons and upwards, per ton of their burden per register, for each day of twenty-four hours they remain in the harbor, reckoned from the hour of their arrival to that of their departure..... ½*d.*

On all other vessels measuring fifty tons and upwards, per ton and per day, as aforesaid..... ¼*d.*

On steamboats measuring under fifty tons, for each day reckoned as aforesaid, each ..... 2*s*.
On all other vessels, measuring from twenty-five to fifty tons per register each per day, reckoned as aforesaid ..... 1*s*.
On all vessels of less than twenty-five tons burden, each per day, as aforesaid ..... 6*d*.

RATES TO BE LEVIED ON ALL MERCHANDISE, ANIMALS AND THINGS WHATSOEVER LANDED OR SHIPPED IN THE HARBOR.

A.

		Rate.	
Ashes, pot or pearl	barrel	0*s*.	4 *d*.
Axes	dozen	0	1
Animals, undescribed	each	0	1
Apples	minot	0	0¼
Alum	ton weight	1	3
Anchors	do	1	3
Anvils	do	1	3
Arrowroot	1,000 lbs	0	9

B.

Beef	barrel	0	1
Bark	cord	0	3
Baskets	dozen	0	1
Brooms, (corn)	do	0	1
Buckets	do	0	1
Bateaux	each	0	6
Boats, (undescribed)	do	0	2
Burrstones	do	0	1
Bottles, (empty)	gross	0	3
Ballast	ton weight	0	6
Bones	do	1	3
Bran	do	1	3
Barrels, (empty)	100	1	0
Billets	100	0	9
Boxes, (empty)	100	1	0
Bricks	1,000	0	6
Barley, (pot or pearl)	1,000 lbs	0	9
Batting	do	0	9
Biscuit	do	0	9
Blue	do	0	9
Bread	do	0	9
Brimstone	do	0	9
Butter	do	0	9

C.

Cinders	chaldron	0	6
Coal	do	0	6
Coke	do	0	6
Canoes	each	0	1
Carriages	do	0	6
Carts	do	0	1
Casks, (empty, undescribed)	do	0	0½
Cattle, (neat)	head	0	2
Cement	ton weight	1	3
Chains	do	1	3

		Rate.	
Chalk	ton weight	1 *s.*	3 *d*
Copperas	do	1	3
Clay	do	0	6
Corks	12 gross	0	1
Corn, (Indian)	100 minots	1	3
Candles	1,000 lbs	0	9
Cheese	do	0	9
Chocolate	do	0	9
Cocoa	do	0	9
Coffee	do	0	9
Cordage	do	0	9
Cork, (unmanufactured)	do	0	9
Cotton wool	do	0	9
Crackers	do	0	9

D.

Dusters, (corn)	dozen	0	0½

E.

Eggs	1,000	0	2

F.

Fish	barrel	0	1
Flour	do	0	1
Fish, (shell)	minot	0	0½
Fruit, (green)	do	0	0¼
Fluids, (except in bottles)	100 gallons	1	0
Feathers	1,000 lbs	0	9
Flax	do	0	9
Fruits, (dried)	1,000 lbs	0	9

G.

Game	dozen	0	1
Gear, (raft)	ton weight	1	3
Gypsum	do	1	3
Grindstones	do	1	3
Glass, (window)	100 feet	0	1
Grain	100 minots	1	3
Ginger	1,000 lbs	0	9
Glue	do	0	9
Grease	do	0	9
Gunpowder	do	0	9

H.

Hides	dozen	0	3
Horses	each	0	2
Horns	ton weight	1	3
Hoofs	do	1	3
Hay	100 bundles	0	9
Handspikes	100 pieces	0	9
Hemp	1,000 lbs	0	9
Honey	do	0	9
Hops	do	0	9

		Rate.	
I.			
Junk	1,000 lbs	0 *s.*	9 *d.*
Iron	ton weight	1	3
Iron hollow ware	do	1	3
L.			
Lemons	box	0	1
Lime	ton weight	0	6
Luggage	do	1	3
Liquors, (except in bottles)	100 gallons	1	0
Laths	1,000	0	2
Lumber, (board measure)	1,000 feet	0	6
Lampblack	1,000 lbs	0	9
Lard	do	0	9
Leather	do	0	9
M.			
Meal	barrel	0	1
Meats	do	0	1
Metals	ton weight	1	3
Mill-stones	do	1	3
Moulds, (plough)	do	1	3
Matches	12 gross	0	1
Malt	100 minots	1	3
Marble	100 cubic feet	1	0
N.			
Nails	ton weight	1	3
Nuts of all kinds	1,000 lbs	0	9
O.			
Oars	100	0	9
Oranges	box	0	1
Onions	minot	0	0¼
Oysters	do	0	0½
Ores of all kinds	ton weight	1	3
Oil, (except in bottles)	100 gallons	1	0
Oakum	1,000 lbs	0	9
Ochres	do	0	9
Oilcake	do	0	9
P.			
Pitch	barrel	0	1
Pork	do	0	1
Plates, (Canada)	box	0	1
Plates, (tin)	do	0	1
Pails	dozen	0	1
Poultry	do	0	1
Puncheon packs	each	0	1
Pipes, (empty)	do	0	1
Puncheons, (empty)	do	0	1

		Rate.
Pipes, (clay)	12 gross	0 *s.* 1 *d*
Potatoes	minot	0 0¼
Plaster of Paris	ton weight	1 3
Poles, (hoop)	100	0 3
Pulse	100 minots	1 3
Paint	1,000 lbs	0 9
Paper, (wrapping)	do	0 9
Putty	do	0 9

R.

Rosin	barrel	0 1
Rags	1,000 lbs	0 9
Rice	do	0 9
Rope	do	0 9

S.

Shovels	dozen	0 1
Skins, (buffalo)	do	0 6
Skins, (untanned and undescribed)	do	0 1
Spades	do	0 1
Shooks, (puncheon)	each	0 1
Staves, (barrel)	mille	0 9
Staves, (puncheon)	do	1 0
Staves, (standard)	do	3 0
Sand	ton weight	0 6
Shorts	do	1 3
Shot	do	1 3
Soda ash	do	1 3
Spikes	do	1 3
Stoves	do	1 3
Straw	100 blds	0 9
Stone, (except ballast)	100 cubic ft	1 0
Salt	100 minots	1 3
Seed	do	1 3
Sleepers, (railroad)	100	1 3
Shingles	1,000	0 2
Slates for roofing	do	0 6
Sago	1,000 lbs	0 9
Saleratus	do	0 9
Sulphur	do	0 9
Saltpetre	do	0 9
Salts	do	0 9
Snuff	do	0 9
Soap	do	0 9
Spices	1,000 lbs	0 9
Starch	do	0 9
Sugar	do	0 9

T.

Tar	barrel	0 1
Tiles for roofing	1,000	0 6
Timber	100 cubic ft	0 6
Tallow	1,000 lbs	0 9
Teas	do	0 9
Tobacco	do	0 9
Tow	do	0 9

		Rate.	
V.			
Vehicles, (undescribed)	each	0 *s.*	2 *d.*
Vegetables, (green)	minot	0	0¼
W.			
Wood, (fire)	cord	0	3
Wood, (lath)	do	0	6
Whiting	ton weight	1	3
Wood, (dye)	do	1	3
Wine (except in bottles)	100 gallons	1	0
Wadding	1,000 lbs	0	9
Wax	do	0	9
Wire	do	0	9
Wool	do	0	9
Whetstones	do	0	9
Whisks, (corn)	dozen	0	0½

On all goods, wares, and merchandise, not otherwise classed or described, there shall be levied a rate of *three shillings and fourpence* upon every *one hundred pounds* of the value thereof: *Provided always*, That upon goods, the value of which cannot be ascertained satisfactorily, it shall be lawful for the harbor commissioners to levy a rate of one shilling and threepence per ton weight or measurement, as they may see fit.

Goods landed within the harbor and shipped, are liable for the dues for *both landing and shipping*.

Certified.

ALEXANDER CLERK,
Secretary.

N. B.—The ton weight means the gross weight of packages in all cases.

SEPTEMBER 30, 1863.

* * In compliance with instructions, I have to report that no articles have been prohibited from importation to these provinces for the past year, nor has this office been informed of any privileges granted or restrictions placed on such importations. Large sums of money have been invested by Americans in copper mines within these provinces, but I have been unable to astertain the amount, nor have the owners yet so systematized their business as to furnish correct data as to profit or loss.

The same may be said in regard to investments in lands and wells for obtaining petroleum.

NOVEMBER 27, 1863.

In answer to your despatch No. 97 I have the honor to enclose to you herewith a copy of those sections of the "Act of 18 Vic., chap. 143," relating to the levying tonnage dues on vessels entering the port of Montreal.

18 *Vic., Chap.* 143.

AN ACT to provide for the management and improvement of the harbor of Montreal, and the deepening of the ship channel between the said harbor and the port of Quebec, and to repeal the act now in force for the said purposes. Assented to 19th May, 1855.

Whereas it is expedient to amend the act passed in the sixteenth year of her

Majesty's reign, chaptered twenty-four, and intituled "An act to provide for the improvement and enlargement of the harbor of Montreal, and for the deepening of Lake St. Peter, and the improvement of the navigation of the St. Lawrence between said points, and for other purposes:"

Be it therefore enacted by the Queen's most excellent Majesty, by and with the advice and consent of the legislative council and of the legislative assembly of the province of Canada, constituted and assembled by virtue of and under the authority of an act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled "An act to reunite the provinces of Upper and Lower Canada, and for the government of Canada," and it is hereby enacted by the authority of the same, as follows: * * * * * *

3. The body corporate and politic created by the aforesaid act, under the name of the harbor commissioners of Montreal, shall be constituted by this act under the same name, and shall continue to have power to hold, take, and purchase immovable property for the purposes of this act, and to build, acquire, hold, and possess such steamboats, dredges, scows, and other vessels as it may deem necessary for the efficient discharge of the duties devolved upon it by this act; and to take out registers for such vessels in its corporate name and capacity, and to dispose of the same, as well as of the immovable property, as often as it may see fit to do so; and to do all other things necessary to carry out the provisions of this act according to their true intent and spirit. * * *

11. It shall be lawful for the said corporation to levy upon all vessels entering and departing from the said harbor, or being at anchor or otherwise moored therein, and upon all goods landed or shipped or deposited therein, except arms, ammunition, and military accoutrements, and other munitions of war for the use of the government of this province or for its defence, and also vessels wholly laden therewith, the several rates and dues mentioned in the schedules appended to this act: *Provided, however,* That goods landed shall pay only the landing dues, and goods shipped shall pay only the outward dues, and that goods transhipped from one vessel to another within the harbor, without being landed, shall pay only the landing or shipping rate, as may be settled by the by-laws of the said corporation: *Provided, also,* That goods landed within the harbor and shipped shall be liable for both landing and shipping dues, unless otherwise ordered by the by-laws of the corporation.

Tariff.—Tolls, rates, duties, and dues to be levied in the harbor of Montreal under and by virtue of this act.

SCHEDULE A.

Dues to be levied on all vessels in the harbor: On steamboats measuring fifty tons and upwards, per ton of their burden per register, for each day of twenty-four hours they remain in the harbor, reckoned from the hour of their arrival to that of their departure	½*d.*
On all other vessels measuring fifty tons and upwards, per ton and per day, as aforesaid	¼*d.*
On steamboats measuring under fifty tons, for each day, reckoned as aforesaid, each	2*s.*
On all other vessels measuring from twenty-five to fifty tons per register, each per day, reckoned as aforesaid	1*s.*
On all vessels of less than twenty-five tons burden, each per day as aforesaid	6*d.*

DECEMBER 16, 1863.

In answer to your despatch No. 98, inquiring "the kind and amounts of the various duties and charges imposed on American vessels at the several ports

within this consular district at which there are consular agents," I have the honor to enclose to you the reports of all the consular agents that have reported in relation to the matter.

From these enclosures, and from the enclosure in my despatch No. 33, it appears that tonnage duties are exacted on American vessels only at the harbors of Montreal and Coburg, while at Port Hope a fee of fifty cents is required of American and Canadian vessels for each call. At Port Dalhousie, Port Maitland, and Port Colbourne a fee of two cents per ton is required on the shipment or unshipment of goods from all vessels.

A fee is also charged at Toronto on the shipment and unshipment of goods, which the consular agent there has not yet reported. In other ports no duties are collected by the local authorities.

COBURG, *November* 26, 1863.

SIR: I have your favor of 24th, and, in answer to the inquiries therein contained, beg to say:

The tolls or fees collected here on crafts using the harbor (by the local authorities) are as under:

Steamers—Each time of calling, without reference to tonnage	$1 00
Schooners, under 75 tons	50
" 75 to 100 tons	75
" over 100 tons	1 00

There is not any government dues.

GEO. PERRY,
Consular Agent.

JOSHUA R. GIDDINGS, Esq.

Harbor dues at Port Dalhousie, at Maitland, Port Colbourne, as reduced by order in council of May 18, 1863.

FINANCE DEPARTMENT OF CUSTOMS,
Quebec, May 20, 1863.

On the shipment or unshipment of goods at those ports, respectively per ton, two cents.

D. CURTISS HAYNES,
Consular Agent.

OFFICE OF THE COMMISSIONERS OF THE PORT HOPE HARBOR,
Port Hope, November 26, 1863.

I hereby certify that the charges now at this harbor on all vessels, (American or Canadian,) for harbor purposes, is fifty cents for each call.

Witness my hand, at Port Hope, this twenty-sixth day of November, 1863.

ARN. HUGHES, *Secretary.*

CUSTOM-HOUSE,
Kingston, November 26, 1863.

DEAR SIR: No dues whatever are levied either on American vessels or cargoes at this port.

I remain, dear sir, yours truly,

W. H. SIMPSON, *Collector.*

J. C. CLARK, Esq.,
United States Consular Agent, Kingston.

HAMILTON, C. W., *November* 28, 1863.

DEAR SIR: Yours of 24th instant was duly received. The collector of customs here says there are no duties levied on vessels or cargoes entering this port by the local authorities.

Yours, &c., &c.,

JHO. D. IRWIN,
United States Consular Agent.

JOSHUA R. GIDDINGS, Esq.

U. S. CONSULATE, B. N. A. PROVINCES,
Sarnia Agency, November 28, 1863.

SIR: In reply to your favor of the 24th November instant, I have applied to the collector of this port, and find that there are no duties levied upon vessels or cargoes by the local authorities here for harbor purposes.

I have the honor to be, sir, your very obedient servant,

R. C. McMULLEN,
United States Consular Agent.

Hon. J. R. GIDDINGS.

PORT ERIE, C. W., *November* 30, 1863.

SIR: Your favor under date of 25th instant came to hand late on Saturday, it having been sent to Chatham by mistake of P. O. Its contents were duly noted, and in answer beg to inform you that I have seen the collector of this port, and he says there is no charge here on vessels for harbor dues. I also saw the collector at Buffalo, N. Y., and he informed me that he went to Hamilton, C. W., for the express purpose of finding out the same thing, and was informed there that nothing was charged in that port for harbor purposes. The collector here has no printed circulars on the subject.

Your obedient,

JOHN DOUGLAS,
United States Commercial Agent.

P. S.—The collector of customs in Buffalo, N. Y., says, in consequence of no charge being made in the Canadian ports on vessels, they make none in Buffalo.

J. D.

JOSHUA R. GIDDINGS, Esq.,
United States Vice-Consul General, Montreal, C. E.

JANUARY 5, 1864.

* * * * * * * *

I also send a statement of the imports and exports from Canada and the United States for the years 1861 and 1862:

Comparative statement showing the value of the imports from the United States into Canada for the years 1861 *and* 1862.

1861	$21,069,388
1862	25,173,157

Comparative statement showing the value of the exports from Canada to the United States for the years 1861 *and* 1862.

1861	$14,386,427
1862	16,980,810
Increase of imports for 1862	$4,103,769
Increase of exports for 1862	2,594,383

Comparative statement showing the value of free goods imported into Canada from the United States, enumerated in the reciprocity treaty from 1857 *to* 1862, *inclusive.*

1857	$8, 642, 043
1858	5, 564, 615
1859	7, 106, 116
1860	7, 069, 098
1861	9, 980, 937
1862	14, 430, 626

Under the order of the governor and council of May 28, 1860, tolls on the Welland canal were reduced 90 per cent., and on the St. Lawrence canal were totally abolished.

TORONTO—D. THURSTON, *Consul.*

NOVEMBER 26, 1863.

In compliance with your instructions, I have the honor to transmit a letter from the Hon. Robert Spencer, collector of customs at this port, and also a tariff of harbor dues on merchandise, and on other property entering the harbor of Toronto.

These harbor dues are not levied on merchandise or property coming from the United States alone, but on the importations from other countries, and on merchandise, &c., coming from any portion of the two provinces of Canada, and in fact from all the British provinces. There may be special harbor regulations in other cities, by which tonnage duties are levied on vessels from the United States and other countries, but there are none in my district.

CUSTOMS, TORONTO,
November 25, 1863.

DEAR SIR: In reply to your inquiry respecting charges upon vessels entering this port from the United States, I beg to say that there are none imposed at this office.

I am, dear sir, yours very truly,

H. SPENCER, *Collector.*

D. THURSTON, Esq.,
United States Consular Agent, &c.

Import manifest of goods, wares, and merchandise to be landed at Toronto subject to harbor dues.

On all goods, whether landed or shipped at the Queen's wharf, an additional charge for wharfage as per tariff published, exclusive of harbor dues, to be levied on the vessel, recoverable from the shipper or consignee thereof.

Merchandise, &c., government stores, and all unenumerated articles, as per bill of lading, 6½ per ton of 2,000 pounds.		Hay, 12½ cents per ton of 2,000 pounds.	Coal, 5 cents per ton of 2,000 pounds.	Barrels flour and meal, 2 cents each.	Barrels pork, tallow, and fish, 2 cents each.	Barrels cider, beer, porter, and ale, 2 cts. each.	Barrels fresh fruit, 2 cents each.	Barrels lime or gypsum plaster, rosin, pitch, and tar, 2 cents each.	Barrels potatoes and other vegetables, 2 cents each.	Barrels oysters, 2 cents each.	Barrels ashes, 2 cents each.	Barrels salt, 2 cents each; bags salt, 1½ cent each.	Barrels whiskey, 2 cents each.	Sheep, pigs, or calves, 4 cents each.	Carriages, carts, or sleighs, horses and horned cattle, 10 cents each.	Hogs, sheep, calves in carcase, 2 cents each.	All grain and pulse, 5 cents per 50 bushels.	Bundles shingles, 2 cents per bundle.	Fire-bricks, 25 cents per thousand.	Pails, 1 cent per dozen.	Brooms, 2½ cents per gross.	Laths and hoops, 2½ cents per thousand.	Cords wood, 5 cents each.	Tolse stone, 10 cents each.	Lumber, per 1,000 ft. board measure, 20 cts.	Amount.	
Tons.	Cwt.																									Dolls	Cts.

Goods of all sorts, except firewood for steamboats, remaining on the Queen's wharf above twenty-four hours, will be charged the above wharfage, daily, as long as they remain on the wharf.

Provincial statute, 13 and 14 Victoria, chapter 6, provides that any person wilfully violating any of the regulations of this act, shall forfeit and pay the sum of five pounds currency.

WILL. CAWTHRA,
Chairman Toronto Harbor Commissioners.

By-Laws and Regulations of the Port of Toronto.

Sixth clause of an act passed 13th and 14th years of the reign of Queen Victoria, intituled "An act to provide for the future management of the Toronto harbor."

"*And be it enacted,* That it shall be lawful for the said commissioners, at any time after their appointment, to make by-laws for regulating the use of the works and property vested in them or placed under their control, and for the government of all parties using the same, and of all vessels and floats coming into or using the said harbor, and by such *by-laws to impose tolls to be paid upon such vessels,* and upon goods landed from or shipped on board of the same, and upon such floats; *which tolls they may, if they think fit, levy according to the use which may be made* of such harbor and works aforesaid, and the period during which such use shall continue in any case; and by such by-laws the said commissioners may direct in what manner, at what times, and to what persons the said tolls shall be paid, and may impose fines, not exceeding five pounds in any case, for the contravention of any such by-law, to be recovered by the said commissioners, and for their use, for the purposes of this act, in any manner in which fines imposed by by-laws of the municipal corporation of the said city can be recovered; and such by-laws may from time to time be repealed or amended by other by-laws to be made by the commissioners for that purpose; and the said commissioners shall have power and authority to

detain any vessel, float, or goods on which any tolls may be due, at the cost and risk of the owner thereof, until the same are paid; and if they be not paid within one month after they have accrued, such vessel, float, or goods may be sold by the said commissioners by public auction to the highest bidder, and the commissioners shall retain out of the proceeds the amount of the tolls due, and of the expenses of detention and sale, and shall pay the surplus to the owner on demand; or the said commissioners may recover such tolls from the master, owner, consignee, or person in charge of the vessels, goods, or floats on which they may be due, in the usual course of law, as a debt due to them."

By-law No. 1 to regulate the use of the works vested in the commissioners, and for the government of parties using the harbor.

AN ACT to regulate the use of the works and property vested in the commissioners of the harbor of Toronto, and placed under their control, and for the government of all parties using the same, and of all vessels and floats coming into and using the said harbor.

I. *Be it resolved by the commissioners of the harbor of Toronto,* That from and after the passing of this by-law, it shall not be lawful for any person or persons to discharge or throw overboard from any vessel or float coming into or using the harbor of Toronto, into the waters of the said harbor, any ballast, dirt, or ashes; and any person or persons so offending shall be subject to a fine of one pound and five shillings.

II. *And be it resolved,* That it shall not be lawful for any person or persons to obstruct the navigation of the waters of the said harbor by, from, or through any cause, matter, or thing whatsoever, and in case such obstruction shall arise from sunken or wrecked vessels or floats, that the owner or owners thereof shall cause the same to be removed within one month from the sinking thereof; and in case the same shall not be so removed within the said period, it shall be the duty of the harbor-master, or other proper officer of the said commissioners, to cause the same to be immediately removed at the expense of such owner or owners; and if the cost of such removal shall not be paid within one month from demand made for the same, to cause such wreck or other obstruction, and the materials and contents thereof, to be sold by public auction, and appropriate the proceeds of such sale in liquidation of such expense; and if the amount realized from such sale shall not be sufficient to defray such expenses, to collect the balance remaining due by suit at law from such owner or owners. And in case such obstruction shall arise from sunken timber, stones, or cribs used in the erection or repair of any wharf or pier, or from any wharf or pier having fallen into a state of dilapidation or decay, it shall be the duty of the owner or owners thereof, and they are hereby required, to beacon the same in some conspicuous manner, and keep the same so beaconed until all danger to vessels or floats navigating the said harbor be removed; and further, in case any wharf or pier, sunken as aforesaid from decay or dilapidation, shall remain for the space of three months without such constant conspicuous beacon as aforesaid, it may be removed and sold in manner and for the purpose hereinbefore provided, or the materials thereof may be used and applied in the improvement of the said harbor.

III. *And be it resolved as aforesaid,* That it shall be the duty of all captains, masters, or persons sailing or in charge of schooners, or square-rigged vessels, or steamers moored to or lying at any wharf or pier within the said harbor, to top up the lower yards of such schooners, vessels, and steamers, or to brace them fore and aft, and to rig in their movable jib-booms and movable bumpkins and davits, and also to lower or house all boats hanging over the stern or quarter, or any way outside such schooners, vessels, or steamers.

IV. *And be it resolved as aforesaid,* That it shall be the duty of all captains,

masters, or persons sailing or in charge of any vessel moored to or lying at any of the wharves or piers within the said harbor of Toronto, and on board of which there may have been any fire during the day-time, to set and keep a watch throughout the night; and also that all captains, masters, or persons sailing or in charge of any vessel lying up or frozen in within the said harbor, shall cause the sails thereof to be unbent, and alongside each vessel so frozen in shall cause a hole of not less than two feet in diameter to be cut through the ice, and keep the same constantly open to provide ready access to the water in case of fire; and in default thereof the owner, captain, or master of such vessel so offending shall be subject to a fine of five pounds.

V. *And be it resolved as aforesaid,* That all steamers passing each other in the same harbor, whether in crossing or going the same way, shall pass to starboard, or to the right, keeping the adverse vessel on the left or port side; and that in the case of sailing vessels beating in or out of the said harbor with a head wind, the vessel on the larboard or port tack shall bear up for the vessel on the starboard tack, or, in other words, shall pass under her stern.

VI. *And be it resolved as aforesaid,* That all that part of the said harbor of Toronto, at the entrance thereof, situate two hundred yards easterly from the eastern extremity of the Queen's wharf, and two hundred yards westerly from the western extremity of the Queen's wharf, shall be termed the narrows of the channel; and further, that it shall not be lawful for one steamer to pass or attempt to pass another steamer going the same way in the narrows of the channels, so defined as aforesaid, but it shall be the duty of the captain or master of the hindermost steamer to slow the engine thereof, and permit the headmost steamer to pass through the channel first; and further, that no vessel shall, at any time, except from absolute necessity, come to anchor within two hundred yards of the narrows of the channel defined as aforesaid.

VII. *And be it resolved as aforesaid, That no vessel shall come to anchor within the harbor of Toronto so close to any wharf or pier therein as in any way to obstruct the free navigation to and from the same; and in case the harbor-master or any of his deputies shall be of opinion that any vessel at anchor as aforesaid does or may obstruct such navigation, and shall direct such vessel to move her berth, any captain, master, or person sailing such vessel refusing or neglecting to obey such direction or order shall be subject to a fine of five pounds;* and all vessels at anchor in the said harbor, without the wharves and piers therein, shall at all times during the night show a bright light in some conspicuous part, so that the same may be readily seen by any vessel coming in any direction whatever; and all vessels under way in the said harbor during the night shall carry a bright light forward.

VIII. *And be it resolved as aforesaid,* That in order to prevent the danger of collision and damage within the said harbor during foggy weather, it shall be the duty of the captain, master, or person in charge of any steamer coming into or going out of the said harbor as aforesaid, to cause such steamer to be propelled at slow speed; and the captain, master, or person in charge of all or any vessel navigating the said harbor in a fog, shall from time to time ring a bell, or blow off steam, or sound a horn, or make some other loud noise to warn other vessels of their approach; and such other and neighboring vessels shall immediately reply thereto by a similar or other loud noise. And all steamers coming into or going out of the said harbor, or navigating the waters thereof, shall slow their engines while passing the Queen's wharf or any other wharf or pier within the said harbor, to avoid damage or danger to vessels moored thereat by waves, surge, or otherwise.

And further, That the speed of any steamboat or vessel coming into or leaving the said harbor, and while within the same, shall not at any time exceed four miles per hour; and any person or persons, captain, or master, or owner of any steamboat or vessel offending herein shall be subject to a fine of five pounds.

IX. *And be it resolved as aforesaid,* That it shall not be lawful for any person or persons to shift, alter, or interfere with any buoy, beacon, or shoal mark within the said harbor or at the mouth thereof, by making fast to or riding by the same, or in any other way whatsoever; and each and every person so offending shall be subject to a fine of five pounds.

X. *And be it resolved as aforesaid,* That it shall be the duty of the harbor-master, by himself or any of his deputies, to berth all vessels or floats making fast to or mooring at the Queen's wharf, and to provide and see that each craft has such facilities as the said wharf will afford for loading and discharging cargo, and to point out where goods may be landed, and where goods may be deposited for shipment or the use of vessels or floats; and it shall be the duty of all and every person or persons in charge of such vessels and floats so moored as aforesaid, and not loading or discharging at the said wharf, when required so to do by the said harbor-master or one of his deputies, to make way for any other vessel or float ready and waiting to load or discharge her cargo; and if on any occasion, for want of room at the said wharf, it shall be rendered necessary for vessels or floats to lie alongside of or moor, or make fast to each other, it shall be lawful for the officers and crew of the outside vessel or vessels, float or floats, and others having business with them, to work over the deck of the inside vessel or vessels in the loading or unloading thereof, without obstruction or interference from the officers or crew of such inside vessel or vessels; and all and every person or persons offering any such obstruction or interference shall be subject to a fine of five pounds.

XI. *And be it resolved as aforesaid,* That if at any time the dredging machine shall be at work for the said commissioners in the narrows of the channel as hereinbefore defined, it shall be the duty of all captains, masters, or persons in charge of all steamers coming into or leaving the said harbor, to stop the engine of the said steamers before entering abreast of the harbor pier at either end thereof, and not permit the engine thereof to be started again before leaving the other end thereof, but pass through the said channel by the way or impetus upon the said boats when entering; and any person or persons offending in this particular shall be subject to a fine of five pounds.

XII. *And be it resolved as aforesaid,* That no vessel or float shall lie at or be moored to or made fast outside of the Queen's wharf, except for the convenience of loading or unloading; and in case any ashes or rubbish shall be landed on the said wharf, the captain, master, or person in charge of such vessel or float shall remove or cause to be removed the said ashes or rubbish within twenty-four hours after it shall have been so landed; and in default thereof, such captain, master, or person in charge shall be subject to a fine of one pound and five shillings for each offence.

XIII. *And be it resolved as aforesaid,* That all vessels or floats touching at the Queen's wharf during the season of navigation, or between the months of April and December, shall be subject to a toll or wharfage fee of two shillings and sixpence for each term of stopping not exceeding twenty-four hours at any one time; and in case any vessel by her position at the said wharf shall obstruct the free navigation thereto or therefrom, or the landing of goods thereat, if the captain, master, or person in charge thereof shall refuse or neglect to shift his berth or remove therefrom when required or directed so to do by the said harbor-master or any of his deputies, such captain, master, or person in charge shall be subject to a fine of five pounds for each and every twenty-four hours he shall remain after such request or direction.

XIV. *And be it resolved as aforesaid,* That no vessel shall be permitted to lay up at the Queen's wharf during the season of navigation, and vessels wintering there shall be charged as follows: steamers, five pounds; schooners, over

one hundred tons, two pounds and ten shillings; all other decked vessels, under one hundred tons, one pound and five shillings; and that all goods of every description except coal and firewood for the steamboats remaining on the Queen's wharf at any time for more than twenty-four hours shall be charged wharfage daily at the rates for landing according to the schedule hereunto annexed.

And be it enacted as aforesaid, That any person or persons obstructing the harbor-master or any of his deputies, or any servant of the harbor commissioners, in the execution of their duty, shall be subject to a fine of five pounds.

By-law No. 2 to regulate the collection of port dues in the harbor of Toronto.

AN ACT to regulate the collection of port dues in the harbor of Toronto.

I. *Be it enacted by the commissioners of the harbor of Toronto,* That from and after the passing of this by-law, all masters of vessels arriving at the harbor of Toronto, with cargo to be landed at the said harbor, shall forthwith make a true and faithful report of all goods on board, and of the quantity and quality of the same, at the office of the commissioners, and pay the harbor dues thereon as established by law.

II. *And be it enacted as aforesaid,* That in case any vessel shall arrive at the said harbor of Toronto during the night, or out of office hours as established by the commissioners, and discharge her cargo, or any part thereof, the master of such vessel shall enclose the report hereinbefore required, together with the harbor dues aforesaid, under a sealed cover, directed to the harbor-master at his office, and deposit the same with the wharfinger to whom such goods shall have been consigned, or in whose custody they may have been kept.

III. *And be it enacted as aforesaid,* That if the master of any vessel arriving at the harbor of Toronto, and landing goods thereat, shall neglect or refuse to make the report hereinbefore required, and pay the harbor dues hereinbefore mentioned, or shall make a false report of such cargo or goods, he shall be subject to a fine of five pounds for each and every offence.

IV. *And be it resolved,* That all vessels loading cargo in the port of Toronto shall leave a faithful report thereof at the harbor-master's office on clearing; and in case such vessels shall leave the said harbor during the night, or after office hours, such reports shall be deposited with the wharfinger, at whose premises such loading shall be completed.

V. *And be it enacted as aforesaid,* That all goods landed at the Queen's wharf shall pay wharfage as rated in the schedule annexed, over and above the harbor dues.

QUEBEC—CHARLES S. OGDEN, *Consul.*

MARCH 24, 1863.

I have the honor to enclose an order of his excellency the governor general in council to provide for an omission in the recent customs act and tariff relative to merchandise, &c., of the growth, produce, or manufacture of Canada exported and brought back into the province.

"GOVERNMENT HOUSE, QUEBEC, *March* 19, 1863.

"Present, his excellency the governor general in council.

"Whereas the customs act and the tariff contain no provision for the exemption from the payment of duty of articles which, being the growth, produce, or man-

ufacture of Canada, have been exported out of the province and are afterwards brought back into it, and in the absence of any express exemption, such articles have hitherto been considered as governed by the general law affecting importations, and therefore charged with the ordinary duties of customs imposed on such articles without reference to their origin;

"And whereas it has been reported by the honorable the minister of finance that the law, as necessarily applied in such cases, is in most instances attended with hardship to the Canadian trader or manufacturer; that it is desirable to adopt, with reference to such importations, a view analogous to that which is taken of them in the English customs act, and also under decisions of the American treasury:

"His excellency is therefore pleased to order, and it is hereby ordered, under authority of the 43d sec. of Cap. 16 con. stat. Can., that hereafter any goods, wares, and merchandise, the growth, produce, or manufacture of Canada, exported to any country beyond the limits of the province and brought back into Canada in the same condition as when exported, and in the original packages, and upon which no drawback or bounty has been allowed, may be so imported free: *Provided*, That the property in such goods continue in the same person or persons by whom they were exported, and that such re-importation take place within three years of the date of the exportation, and that the identity of the said goods be established to the satisfaction of the customs authorities, and all other regulations complied with which may be prescribed in regard to such importations by the proper department.

"Certified:

"WM. H. LEE, *C. E. C.*"

JULY 7, 1863.

I have the honor to reply to your queries contained in your despatch No. 48, by enclosing a copy of a letter received this day from the collector of customs for the port of Quebec, whom I addressed upon the subject.

"CUSTOM-HOUSE, QUEBEC, *July* 6, 1863.

"SIR: Your communication of the 2d instant has had my best attention, and in reply I beg to furnish for the use of the government of the United States the following memorandum of charges which all vessels reporting at the port of Quebec are liable to pay in conformity with the laws now in force at this port without distinction of flag:

"1st. All vessels reporting at the port of Quebec from sea are liable to a charge of 1*d*. per ton hospital dues, and 1*d*. per ton for water police dues.

"2d. All vessels, without distinction of flag, coming from sea, discharging ballast or cargo, or loading at the port of Quebec, are charged 5 cents per ton. There are no light dues charged the shipping, the entire cost of the same being borne by the consolidated revenue of the province.

"I am, sir, &c.,

"J. O. DUNSCOMB, *Collector*."

OCTOBER 9, 1863.

I have the honor to communicate with your department, under this date, enclosing a copy of a bill entitled "An act to amend the act respecting duties of customs and the collection thereof." This bill has passed the legislative assembly, and has been sent to the councils, where it will pass, and immediately receive the signature of the governor general, and at once become a part of the consolidated statutes of Canada.

"AN ACT to amend the act respecting duties of customs and the collection thereof.

"In amendment of the act respecting duties of customs and the collection thereof, her Majesty, by and with the advice and consent of the legislative council and legislative assembly of Canada, enacts as follows:

"1. The governor in council may, by proclamation or order in council, at any time, and from time to time, prohibit the exportation or the carrying coastwise or by inland navigation of the following goods: Arms, ammunition and gunpowder, military and naval stores, and any articles which the governor in council shall judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions, or any sort of victuals which may be used as the food of man; and if any goods so prohibited be exported, carried coastwise or by inland navigation, or water-borne, or laden in any railway carriage or other vehicle for the purpose of being so exported or carried, they shall be forfeited.

"2. All forfeitures incurred under this act shall be held to be incurred under the said act respecting duties of customs and the collection thereof, of which this act shall be held to form part, and any citation of the said act shall be understood as including this act."

NOVEMBER 24, 1863.

I have the honor to address your department under this date, enclosing a notice issued by the customs bureau of the finance department relative to "the refunding of duties on packages exported," as directed by an order in council of the 19th instant.

"FINANCE DEPARTMENT, CUSTOMS,
"*Quebec, November* 20, 1863.

"Notice is hereby given that his excellency the governor general, by an order in council bearing date the 19th instant, has been pleased, under the authority vested in him, to order and direct that the order in council of the 23d January, 1858, relative to the refunding of duties on exported packages, be so modified as to extend to a subordinate package or packages in an assorted case, box, bale, or other package, or to the goods expressed in one whole line or item of an invoice, provided the duties paid and to be refunded on the value of the goods to be returned or exported amount to at least $20.

"By command:

"R. S. M. BOUCHETTE,
"*Commissioner of Customs.*"

DECEMBER 14, 1863.

I have the honor under this date to enclose a "tabular statement of the supply, export and stock No. 1 of timber" for the year 1863, compiled for the trade by Messrs. Wood, Petry, Portras & Co., together with a comparative statement for the past five years. This compilation has been prepared with great care, and the known respectability of the firm needs no additional assurance of its accuracy in all its detail, and is of value at this time, as many months must elapse before the same will appear in regular official form emanating from the bureau of trade and navigation. It will be observed that the past season has been prosperous to both manufacturer and exporter. Notwithstanding the large shipments, which may be perhaps in advance of the actual demand, prices have continued good throughout the season. The arrivals and tonnage have

largely exceeded any former year, in which it will be observed but three, with a tonnage of 1,808, are American, a sad falling off from previous years.

Ship-builders have received much encouragement the past year, and the creditable character of the ships of the St. Lawrence has been sustained, the Quebec ships having been well rated and profitably disposed of.

Comparative statement showing the supply, export, and stock of lumber at the port of Quebec to the 1st of December, for the years 1859, 1860, 1861, 1862, *and* 1863, *respectively.*

Articles.	Supply.—From returns from supervisors and others for years ending December 1—				
	1859.	1860.	1861.	1862.	1863.
Timber.					
Oak ..... feet..	2,079,019	1,086,160	1,447,682	2,206,483	1,668,818
Elm ..... do...	1,358,449	1,176,224	1,048,491	1,671,776	2,953,817
Ash ..... do...	342,872	105,968	82,177	295,403	683,835
Birch ..... do...	261,623	514,348	275,304	181,890	213,869
Tamarack ..... do...	203,101	199,528	351,494	1,285,563	2,661,679
White pine, square ..... do...	16,531,193	18,564,205	15,730,547	21,627,853	21,617,465
White pine, waney ..... do...			6,734,962	748,614	185,969
Red pine ..... do...	2,512,917	3,631,125	3,045,573	4,039,991	5,105,029
Staves.					
Standard ..... mille..	2,394	1,473	1,010	1,453	1,913
Puncheon ..... do...	4,213	2,441	2,138	2,386	4,688
Barrel ..... do...	65	5	11	21	76
Deals.					
Pine ..... standard..	2,233,526	2,812,595	2,893,075	2,334,296	2,505,608
Spruce ..... do...	1,078,475	1,172,086	1,283,921	815,158	629,657
Lathwood.					
Red pine and hemlock .... cords..	2,975	819	3,254	5,224	1,715

Comparative statement showing the supply, export, &c.—Continued.

Articles.	Export.—From customs returns for years ending December 1—				
	1859.	1860.	1861.	1862.	1863.
Timber.					
Oak ..... feet..	1,006,280	1,485,400	1,725,160	1,463,680	2,085,280
Elm ..... do...	1,050,760	1,021,560	1,269,320	1,099,200	2,128,840
Ash ..... do...	170,160	88,440	96,560	99,840	306,760
Birch ..... do...	272,200	462,160	255,320	165,480	430,720
Tamarack ..... do...	60,160	58,240	50,240	57,120	243,680
White pine, square ..... do...	14,822,240	18,252,600	19,447,920	15,493,080	23,147,520
White pine, waney ..... do...					
Red pine ..... do...	1,733,560	2,502,880	2,855,240	2,491,120	4,049,600
Staves.					
Standard ..... mille..	1,731	1,851	1,383	1,282	2,211
Puncheon ..... do...	2,624	3,163	2,478	2,191	3,564
Barrel ..... do...	.....	.....			
Deals.					
Pine ..... standard..	4,054,514	4,668,850	4,927,817	3,493,299	5,207,158
Spruce ..... do...					
Lathwood.					
Red pine and hemlock .... cords..	4,650	6,013	6,965	4,296	5,616

Comparative statement showing the supply, export, &c.—Continued.

Articles.	Total stock, including merchantable and culls, on December 1—				
	1859.	1860.	1861.	1862.	1863.
Timber.					
Oak ..... feet..	1,937,153	1,348,477	958,627	1,298,608	651,145
Elm ..... do...	1,048,938	1,068,854	793,761	998,978	1,595,909
Ash ..... do...	199,596	112,030	48,696	157,288	441,894
Birch ..... do...	21,358	119,321	203,211	225,380	69,103
Tamarack ..... do...	362,338	22,201	52,409	303,639	1,098,695
White pine, square ..... do...	12,248,480	11,390,354	7,971,030	15,354,942	13,998,578
White pine, waney ..... do...			6,346,602	3,949,944	1,224,365
Red pine ..... do...	1,811,797	2,649,157	2,707,199	3,407,583	4,197,305
Staves.					
Standard ..... mille..	1,631	1,390	984	1,173	857
Puncheon ..... do...	2,494	1,829	1,226	1,100	2,292
Barrel ..... do...	.....	.....	.....	.....	45
Deals.					
Pine ..... standard..	1,089,805	1,246,160	1,577,469	2,029,141	1,352,016
Spruce ..... do...	447,458	617,478	569,210	541,660	338,608
Lathwood.					
Red pine and hemlock.... cords..	2,662	1,398	296	3,042	2,126

Statement showing the arrivals and tonnage at the port of Quebec on the 1st of December of the years 1859, 1860, 1861, 1862, *and* 1863, *together with the average of five years, from* 1854 *to* 1858 *inclusive, and recapitulation of* 1863.

	Average of the five years, 1854 to 1858.	1859.	1860.	1861.	1862.	1863.
Arrivals	1,000	847	1,169	1,364	1,191	1,401
Tonnage	496,573	451,511	652,894	809,303	673,507	742,431

RECAPITULATION OF 1863.

Countries.	Vessels.	Tons.	Countries.	Vessels.	Tons.
British	1,148	616,350	Danish	3	786
American	3	1,808	Holland	1	650
Norwegian	161	83,427	Oldenburg	3	1,056
Swedish	4	2,066	Hamburg	8	5,776
Prussian	38	20,164	Bremen	6	2,332
Russian	1	785	Mecklenburg	4	1,423
French	2	617	Hanoverian	3	668
Spanish	1	691			
Portuguese	15	3,832	Total	1,401	742,431

FEBRUARY 2, 1864.

I have the honor to say that I have mailed under separate covers two copies of the report of the *magistrate in command of the fisheries in the gulf of St. Lawrence, during the seasons of* 1861 *and* 1862.

This report will be found to contain many interesting particulars in relation to the Canadian fisheries, their great value, and the abundance of their product. The season's operations have been very successful, but the profits not so great, owing to the depreciated prices, as compared with former years. The most remunerative branch, that of cod fishing, has in a few exceptional instances failed, but in the main it has been very successful, the shoals frequenting the shores in larger numbers in 1861 than in previous seasons. The herring fishery appears to have been limited. Mackerel, scarce. It will be seen that the salmon fishery (which is exclusively reserved by the British Parliament) is becoming one of the most important of the country; every year its produce increases. This report includes only the salmon caught under the superintendence of Mr. Toolin—that is to say, west of the Godbert river on the north shore, and of the Cape Chatte river on the south.

The report also proceeds to inquire whether the object which the Canadian government had in view in organizing the fishing protecting system has been attained, and especially whether that service has of late years yielded the remunerative returns which might be expected, as compared with the results of former years.

A comparison is made between the loose condition of affairs during previous years, and the state of acknowledged system now existing. Rights of property are now respected, and few encroachments of fishermen upon the privileges of their neighbors are noticed.

No fishermen of the United States, says the summary, have caught fish in our rivers, except with the permission of the government, nor have engaged in taking fish which are prohibited by the reciprocity treaty.

The report, it will be found, taken altogether, presents a very favorable condition of affairs, showing considerable advancement in every way during the last ten years, and I have no doubt will be found valuable for reference at the present time.

PORT STANLEY—W. H. SMYLEY, *Consul.*

JUNE 30, 1863.

* * * Since I last wrote you I have been into the straits of Magellan, and on my way there I picked up four men who had been blown adrift in a boat from New island, one of the islands of this group; they had been twenty-seven days on an island living on mussels and what they could pick up. I took them back to the island where they lived. The poor fellows were in a miserable state; both they and their clothes were almost worn out; they had given up to despair. Since then my schooner has picked up one boat with four men, and another with five men, on the coast of Patagonia, and then went in search of the captain and six men who were in the long-boat, but did not find them. I have since learned that the captain was picked up by a whale ship; the mate was fifteen days in his bed, and the carpenter six, and had not Captain Warren picked them up they must soon have perished. The vessel was called the "Resprigadaro," of Liverpool, bound to Callao, and was an iron bark. * * *

ST. JOHN, N. F.—CONVERS O. LEACH, *Consul.*

MARCH 24, 1863.

In reply to the ninth section of your circular No. 29, under date of November 20, 1862, received by the last mail, I beg leave to state that I am informed by the attorney general of this colony, that "in matters of trade, in which the United States laws direct the administration of an oath by its consular officer for use in the United States, you may lawfully administer such oath for such purposes, the English law prohibiting the administration of unlawful oaths, not extending to these cases."

MARCH 27, 1863.

I have the honor to enclose herewith a copy of the report of a select committee, appointed by the colonial house of assembly, to inquire into the cause of the decline of the fisheries.

I understand that, in addition to the views expressed in this report, the committee, as well as the Chamber of Commerce of this place, are nearly unanimous in the opinion that this colony desires no benefit from the "reciprocity treaty."

Report of Select Committee of Council of Assembly on Fisheries.

COMMITTEE ROOM, *March* 13, 1863.

The select joint committee of the legislative council and house of assembly, appointed to inquire into the causes of the decline of the fisheries, and to take evidence on the various modes of fishing in practice, now beg leave to present their report; and they would in the first place state that they issued a circular letter containing such questions as they thought best calculated to draw forth the information they sought, and deemed most necessary to form correct conclusions thereon. Copies of said circulars were forwarded to various persons of experience and intelligence residing in the outports, and the accompanying replies thereto have been received The committee have also had before them, and examined, several gentlemen of long experience in the fisheries, who are at present residing in this town, all of which evidence the committee now have the honor of submitting to your honorable house.

On a subject of such grave importance to the best interests of this country and its dependencies, and on which, from customs and practices of long standing affecting diversely and unequally the whole people, it may be very naturally supposed that there are many points on which diversity of opinion prevails among them, the committee have therefore approached their investigations with a due sense of the difficulties presented to them thereby, and therefore have first taken up those questions, bearing on the general inquiry, as appeared to them to admit of the least controversy. By reference to the printed circular, it will be seen that the taking of caplin and using them for manure was the first question the committee proposed to deal with, and on this subject there appeared such a concurrent and overwhelming testimony as to the injuries inflicted on the best interests of the fisheries, that they feel no hesitation in recommending the prohibition of the practice forthwith.

2. The use of cod jiggers in catching fish is a practice, although nearly unanimously condemned, that would appear to be at certain times and in certain localities unavoidable, as without their use a voyage would be nearly all lost, and also a sufficiency of fish for the people's own immediate use would not be

obtainable. The committee would therefore recommend that no cod jiggers be permitted to be used on the fishing grounds of this island after the caplin have struck in, and thence to the end of the season; the same prohibition to extend to the fishing grounds on the Labrador coast, as far down as Huntingdon island, in Sandwich bay, but north of that their use to be allowed at all times and in all places.

3d. The use of bultows is another mode of fishing that of late years has been suggested to our people by the French, and is now quite as generally condemned as the two preceding ones; and it appears to the committee to have a far more prejudicial effect on the aggregate catch, as by this mode of fishing the large mother fish is caught before it has time to spawn on its usual spawning beds, thus depriving us of that wonderful supply of germ from which all our wealth is obtained. The immediate and entire prohibition of this practice and method of fishing is strongly recommended.

4th. The use of herring seines is a question that, in dealing with, the committee feel the necessity of great prudence in the recommendation of any change in the present manner in which their use is regulated, and they humbly believe that the present herring act passed in the last session of your honorable house has, in the main, proved beneficial; but they would recommend that the time for prohibiting the taking of herring by seines on the western coast be extended from the 20th October to the 20th April, as by this regulation the herring will have more time to deposit its spawn, without interfering with the people in obtaining a timely and sufficient supply of bait for their own use. The committee further recommend this act be so amended as to prohibit the barring of herring only in creeks, coves, and inlets, where the place is resorted to for carrying on the cod fishery on the coast of Labrador.

5th. The use of cod seines, although on this mode of taking fish some of the committee have strong objections, yet from the pretty general opinions in favor of their use when confined to proper limits, they would confidently recommend that after the expiration of the next two fishing seasons no seine be allowed to be used the dimensions of which is over 100 fathoms in length and 70 feet in depth, and that they shall not be used on the customary fishing ledges or grounds so as to interfere with the hook-and-line men. These regulations not to extend to Labrador.

6th. Relative to the mode of salmon fishery, the committee are of opinion, and would recommend, that no nets be allowed to be set in the mouths of rivers, (known to be the resort of salmon,) so as to obstruct the fish from free ingress and egress; and also that no nets shall be permitted to be set on the cod-fishing grounds, or hauling places, thereby obstructing the cod-fishermen in their ancient privileges.

7th. The use of cod nets is a mode of fishing the committee think not injurious, provided the nets are set in such water as will not interfere with the cod-seine hauling or hook-and-line fishing grounds; nor should they be allowed to be set in the mouths of bait-hauling coves, or other places where bait is usually obtained.

8th. The cure of fish, your committee believe, may be much improved by washing it immediately after it passes from the splitting-knife, and salting it while fresh; cleanliness, with such judgment as our people possess, would, in the working of it, secure at all times (except when unfavorable weather prevents) the desired improvement. The committee are of opinion that the practice of pickling codfish, instead of salting it in bulk, after the old fashion, is very pernicious. The fish so cured will not keep in humid climates, or stand a long sea-voyage; and they believe the only remedy to correct those evils, and to secure a well-cured and marketable article, rests with the purchaser in making a suitable distinction in the price. Another mode of curing fish, not practiced to any extent heretofore in this country, has been suggested to the com-

mittee by the chairman of the fishermen's association, namely, that by smoking; and they believe that the erection of smoke-houses by the people themselves is so very inexpensive that this method might be carried on to a great extent, and with considerable profit. The committee would suggest that a small premium be allowed to any person who erects a smoke-house, and brings for sale fish of any kind, properly cured therein, to the value of £10.

9th. The sale of bait to foreigners, on the western coast, in such enormous quantities as our inquiry affords ample evidence of, the committee believe is the great and first cause of the decline of our shore fisheries, and they venture to hope that they have suggested a remedy in limiting the time for using seines, as recommended in their remarks on the fourth question of their investigation.

In concluding their report, the committee would beg leave to state, that it is their unanimous opinion that unless an efficient coastal and land guard be established to enforce such laws which are or may be enacted for the protection of the fisheries, it will be worse than useless to endeavor to carry them out by mere proclamation, more especially the herring fishery.

All which is respectfully submitted by

JOHN RORKE, *Chairman.*
S. RENDELL.
ED. EVANS.
STEPHEN MARCH.
H. T. MOORE.
P. G. TESSIER.
ROBERT KENT.

JULY 28, 1863.

* * * In reply to your inquiries, I have the honor to state that "a light fee of one shilling sterling per ton is levied on all American, British, or other foreign vessels entering any port or harbor of this colony, but not to be levied more than once in any one year, and providing that no greater sum than twenty-five pounds sterling shall be levied on any one vessel in the same year."

In addition to the light dues, each vessel is obliged to pay pilotage, amounting, in the average, to about eight cents per ton.

ST. JOHN, N. B.—B. HOWARD, *Consul.*

JULY 4, 1863.

Your despatch No. 36, asking for information with reference to tonnage and other duties levied upon American vessels in ports of New Brunswick, has been this day received.

Having just obtained authentic information on the subject, I will reply, that the light house dues are 5 cents per ton, and marine hospital dues are 1⅔ cent per ton, as is shown by the slip hereto attached. These are the only duties collected at the custom-house. The American steamers making weekly trips between this port and Boston, as well as irregular vessels of all classes, are required to pay these dues for six entries only during each year.

I am happy to state that there is no discrimination in favor of British-built vessels with reference to port charges. A vessel built at St. John pays the same tonnage and other duties as a vessel built in the United States or any other country. On the slip enclosed you will find the rates of pilotage, harbor-masters' fees, rates of wharfage, &c., &c.

There is one advantage, however, that the ships of Great Britain and some

other countries possess, and that is, the power to have seamen arrested for desertion.

Although the local authorities have in all cases, when requested, arrested deserters from our own ships, as a matter of comity or favor, you are aware, of course, that we cannot demand this service as a right.

A treaty with Great Britain, such as we have with France, would greatly promote the interests of American commerce.

Rates of pilotage established by a law or ordinance of the common council of the city of Saint John, passed August 3, 1848.

Five shillings per foot for bringing any ship or vessel into the harbor of Saint John and mooring her into a safe place or berth, or securing her alongside of one of the wharves; and five shillings per foot for removing and taking any ship or vessel out of the harbor.

In cases where pilots shall be detained on board of vessels, under and by virtue of the quarantine or health laws of the province, they shall be entitled to demand and receive from masters of such vessels the sum of ten shillings per day for every day of such detention, in addition to the allowance aforesaid.

Coasting vessels going from one part of the bay of Fundy to another, British steamboats, or British vessels drawing under six feet of water, are not compelled to take pilots. When employed, they are to be paid according to the rate above mentioned.

For removing vessels from any mooring ground to any wharf, or from one wharf to another wharf, and seeing them properly moored or secured, the following rates: For vessels not exceeding one hundred tons, seven shillings and sixpence; for vessels over one hundred and not exceeding two hundred tons, ten shillings; for vessels over two hundred and not exceeding three hundred tons, fifteen shillings; and for all vessels over three hundred tons, the sum of twenty shillings.

First distance.—From Partridge island to Musquash Cove Head, bearing northwest, five shillings per foot.

Second distance.—From Musquash Head to Point LePreaux, bearing northwest, six shillings and threepence per foot.

Third distance.—From Point LePreaux to north head of Grand Manan, bearing northwest, or north channel, bearing southeast, seven shillings and sixpence per foot.

Fourth distance.—From the north head of Grand Manan, or north channel, as aforesaid, to Machias Seal island, bearing south, or Briar island, bearing south-south east, eight shillings and ninepence per foot.

Fifth distance.—Anywhere outside the aforesaid distance, ten shillings per foot.

Harbor-masters' fees.

On vessels of 30 tons and under 50, 2*s.* 6*d.*; vessels of 50 tons and under 75, 3*s.* 9*d.*; 75 and under 100 tons, 5*s.*; 100 and under 150 tons, 6*s.* 3*d.*; 150 and under 200 tons, 7*s.* 6*d.*; 200 and under 300 tons, 10*s.*; 300 and under 400 tons, 12*s.* 6*d.*; 400 tons and upwards, 15*s.*; decked vessels, under 100 tons, owned and registered at Saint John, and all British vessels under that tonnage trading within the bay of Fundy, or arriving from ports to the northward of Cape Cod, or the westward of Cape Canso, or from any port in Nova Scotia, to pay annually, as follows: Under 30 tons, 3*s.* 9*d.*; over 30 and under 50 tons, 5*s.*; over 50 and under 75 tons, 6*s.*; over 75 and under 80 tons, 10*s.*

Rates of wharfage established by act 5 Vict., cap., 49, in the city of Saint John and parish of Portland.

For every decked vessel or wood boat, of the burden of 40 tons and under, 1*s.* 6*d.* per day; above 40 tons and under 50, 1*s.* 9*d.*; above 50 and under 60, 2*s.*; above 60 and under 70, 2*s.* 3*d.*; above 70 and under 80, 2*s.* 6*d.*; above 80 and under 90, 2*s.* 9*d.*; above 90 and under 100, 3*s.*; above 100 and under 120, 3*s.* 6*d.*; above 120 and under 150, 4*s.*; above 150 and under 180, 4*s.* 6*d.*; above 180 and under 200, 5*s.*; above 200 and under 220, 5*s.* 6*d.*; above 220 and under 240, 6*s.*; above 240 and under 260, 6*s.* 6*d.*; above 260 and under 280, 7*s.*; above 280 and under 300, 7*s.* 6*d.*; above 300 and under 320, 8*s.*; above 320 and under 340, 8*s.* 6*d.*; above 340 and under 360, 9*s.*; above 360 and under 380, 9*s.* 6*d.*; above 380 and under 400, 10*s.*; above 400 and under 450, 11*s.* 3*d.*; above 450 and under 500, 12*s.* 6*d.*; and 1*s.* 3*d.* for every additional 50 tons.

Rates of slippage at the corporation slips.

All decked vessels, same rates as for wharfage; wood boats, and other boats, or undecked vessels, having standing masts, and all scows, and not lying at the wharves on either side of slips, to pay the following rates: Every wood boat of sufficient burden to carry 10 cords of wood or under, 1*s.* 6*d.*; every wood boat of sufficient burden to carry upwards of 10 cords, and not more than 15, 2*s.* 6*d.*; every wood boat of sufficient burden to carry upwards of 15 cords, and not more than 20, 3*s.* 9*d.*; every wood boat of sufficient burden to carry upwards of 20 cords, 5*s.* The above to be paid each trip; and if any such vessel remains over six days, an additional duty to be paid of from 2*s.* 6*d.* to 5*s.* daily, according to the burden. Other boats and vessels without decks, and having fixed or standing masts, and all scows, to pay 1*s.* 6*d.* each trip, and 1*s.* 6*d.* additional per day if suffered to remain over three days.

SEPTEMBER 30, 1863.

In compliance with the general instructions contained in the Manual, I have the honor to transmit a brief report on the trade and commerce of this consular district for the year ended September 30, 1863.

The trade of St. John has been more seriously affected by the existing rebellion than that of many of our own ports. The two chief articles of export, lumber and fish, could not be shipped to the American market with profit, on account of the unusually high rate of exchange, the cost of transferring funds from New York or Boston to St. John having ranged during the year from sixteen to forty-two per cent. Returns of trade exhibit a slight improvement, however, the value of exports to the United States having increased from $843,141 in the year 1861, to $889,416 in 1862. For tables exhibiting in detail the different articles of export and import, together with the value of each, I beg leave to refer you to the annual returns of trade and navigation for the year 1862, herewith transmitted. I will here state that the total shipments from this port to Great Britain, between the first of January, 1863, and the present time, have been 120,381,000 feet deals, 9,680 tons pine, and 5,166 tons birch. For this trade two hundred and eight ships were used, of 148,047 tons burden. For the same period last year there were exported 102,932,000 feet deals, 14,106 tons pine, and 4,041 tons birch, in one hundred and eighty-five vessels of 128,416 tons burden.

There are in port to-day twenty-two ships of 16,629 tons, against eighteen of 12,144 tons on the 30th of September, 1862. The value of importations from the United States was $3,014,736 in 1861, and in 1862, $2,960,703.

The chief article of import is flour, this with all kinds of agricultural produce being admitted free of duty under the reciprocity treaty. For the quantity and value of the various articles imported, I refer you to the lengthy report of William Smith, esq., her Majesty's controller of customs.

As there have been some modifications in the tariff of duties imposed by the provincial parliament of New Brunswick, I send you enclosed an alphabetical arrangement of the rates of duty now collected at the ports of this province.

This port has in former years been visited by a comparatively large number of American ships which have conveyed cargoes of deals to Liverpool and London. In 1861 there were three hundred and twenty-two American vessels of all classes entered. This includes the entry of the two American steamers which make regular weekly trips between St. John and Boston during nine months in the year. In 1862 only one hundred and forty vessels carrying the American flag touched at this port, while during the first nine months of the present year one hundred and fifty-five have entered. At one time during the present year so large a number of our ships began to take British registers that the prospect for our merchant marine looked somewhat alarming. But our ships have ceased to take foreign flags. One of the most important matters that can occupy the attention of Congress will be the enactment of certain laws by which American ships temporarily registered in foreign countries will be again admitted to registry in our own ports. The question is, whether there shall be a temporary or permanent loss to our merchant marine of hundreds of the noblest ships. The nominal transfer of property in almost every case has been the merest sham; the owners of these American-built vessels are still the same, and will gladly bring back to the protection of the old flag their ships when the bonding and burning shall cease.

JANUARY 30, 1864.

In reply to your despatch No. 46, I have the honor to transmit the enclosed statistical tables and copies of acts of the provincial assembly, from which documents you will learn the rates of duty or existing tariff in the province of New Brunswick, and also the duties collected prior to the time when the reciprocity treaty went into operation. Table one shows the duties collected at the time the treaty went into operation. The act imposing duties for raising a revenue in force, June 1, 1854, remained unchanged until March 10, 1855, when slight modifications were made by a new act, an official copy of which is herewith enclosed, marked Table II. This act, however, did not take effect until August 1, 1855, and, in accordance with its terms, continued in force for four years. But in the year 1856 "An act to levy an impost for railway purposes" was passed, under which a duty of two and one-half per cent. was imposed upon the articles named in Table No. III.

On May 1, 1862, this impost was increased to three (3) per cent., at which figure it has since remained.

On the 1st day of November, 1860, the act now in force went into operation. The accompanying schedule, marked Table IV, exhibits the rate of duties collected at this date in this province.

Remembering that the act which expired May 1, 1859, was re-enacted and continued until November 1, 1864, and we have the dates of the changes of the Brunswick tariff. Having the dates at which alterations have been made in the tariff, the tables before referred to will furnish a list of the articles, alphabetically arranged, the duties upon which have been modified.

I will make only a few general observations in regard to the working of the reciprocity treaty, so far as it has a bearing upon the trade between New Brunswick and the United States. It is a somewhat extraordinary circumstance that, of the one hundred or more articles that are entitled to free entry

into the United States, and also into this province, under the treaty the article of flour only has been and can be to any extent an article of import from our country to this province; while, on the other hand, the table of goods admitted duty free embraces everything which is an article of export from New Brunswick, such as lumber of every description, fish, coal, oils, &c., &c.

The advantages derived by us from the treaty are to import flour and other breadstuffs free of duty, upon which we formerly paid a duty of seventy-two (72) cents per barrel. We import certain manufactured articles and other goods which are constantly being shipped in the opposite direction; and we have the benefit of certain fishing grounds, which our fishermen have, for the last two years at least, abandoned.

You will observe, also, that even upon flour and other articles embraced in the treaty we have only an advantage of three per cent., for all other countries may import these goods by paying simply the kind they import of three per cent. ad valorem.

On the other hand, the provincials export to the United States lumber, fish, and coal, the chief articles of export, which are admitted duty free, enjoying substantially all the benefits of free trade with us, while we are obliged to pay high duties on all manufactured goods; and, in fact, upon all the goods principally imported, with the exception of the simple article named. A reference to the annual return of trade, already transmitted to the department, and to the table of duties, will prove these statements.

Table No. IV, showing the duties now levied on principal imports from the United States in the province of New Brunswick, by acts of 18 *Vic., cap.* 2, *and* 19 *Vic., cap.* 18.

Description.		Ordinary revenue.	Railway.
Agricultural implements, except spades, shovels, scythes, and reaping hooks	ad val.	15 per cent.	2½ per cent.
Acids	do.	12½ per cent.	3 per cent.
muriatic and sulphuric	do.	1 per cent.	3 per cent.
Alcohol	gall.	35 cents	3 per cent.
Ale	do.	10 cents	3 per cent.
Animals		Free	3 per cent.
Anchors	ad val.	1 per cent.	3 per cent.
Antimony	do.	12½ per cent.	3 per cent.
Apparel, wearing	do.	12½ per cent.	3 per cent.
Ashes		Free	3 per cent.
Axes	each	30 cents	3 per cent.
Blacking	ad val.	12½ per cent.	3 per cent.
Books	do.	12½ per cent.	3 per cent.
Boots	do.	15 per cent.	3 per cent.
Bottles	do.	12½ per cent.	3 per cent.
Burning fluid	do.	12½ per cent.	3 per cent.
Cables	do.	1 per cent.	3 per cent.
Calfskins, dressed	doz.	$1 20	3 per cent.
Candles, sperm and wax	per lb.	6 cents	.....
of all other materials	do.	2 cents	.....
Canes		Free	3 per cent.
for walking	ad val.	15 per cent.	3 per cent.
Caoutchouc, except boots and shoes	do.	12½ per cent.	3 per cent.
Caps of cloth	do.	12½ per cent.	3 per cent.
Carriages	do.	15 per cent.	3 per cent.
Chairs, and parts	do.	15 per cent.	3 per cent.
Cigars	do.	15 per cent.	.....
Clocks and parts	do.	15 per cent.	.....
Clothing, ready-made	do.	12½ per cent.	.....

Table No. 4, showing the duties now levied, &c.—Continued.

Description.		Ordinary revenue.	Railway.
Coffee	per lb	2½ cents	
Confectionery	ad val	12½ per cent	
Cordage	do	1 per cent	
Corn-brooms	do	15 per cent	
Cotton, manufactured	do	12½ per cent	
Daguerreotype apparatus	do	12½ per cent	
Drugs	do	12½ per cent	
Earthenware	do	12½ per cent	
Feathers for beds	do		
Fire-clay	do	1 per cent	
Furs, dressed	do	12½ per cent	
Geneva or gin	per gall	60 cents	
Glass	ad val	12½ per cent	
Gloves, kid or leather	do	15 per cent	
other	do	12½ per cent	
Glue	do	12½ per cent	
Gold leaf	do		
Gutta-percha	do		
Hardware	do		
Hats, of silk, felt, or cloth	do	15 per cent	
other material	do	12½ per cent	
Household furniture	do	15 per cent	3 per cent
Implements of trade	do	15 per cent	3 per cent
Ink, except printer's	do	12½ per cent	3 per cent
Iron castings	do	15 per cent	
Junk	do	12½ per cent	
Lemon sirup	per gall	20 cents	
Machinery	ad val	12½ per cent	
Malt	do	12½ per cent	
Matches	do	15 per cent	
Medicines	do	12½ per cent	
Molasses	per gall	2 cents	
Nails	ad val	12½ per cent	
Oils, not fish	do	12½ per cent	
Oil-seed cake	do	12½ per cent	
Oil-cloth	do	12½ per cent	
Pens, pencils, and cases	do	12½ per cent	
Perfumery	do		
Piano-fortes	do	15 per cent	
Ploughs and parts	do		
Rope	do	1 per cent	
Rum	per gall	35 cents	
Sail duck	ad val	1 per cent	
Sheepskins, tanned	doz	60 cents	
Sleighs and parts	ad val	15 per cent	
Snuff	do	15 per cent	3 per cent
Soap, coarse	per lb	1 cent	
costing over 10 cents	ad val	12½ per cent	
Soda, carbonate of	do		
Spikes	do		
Spirits, not enumerated	per gal	30 cents	
Sugar in loaves	per lb	2½ cents	
refined, not loaf	do	2 cents	
brown	do	1¼ cent	
Vinegar	ad val	12½ per cent	
Wines, costing over $2	per gall	90 cents	12½ per cent.
under $2	do	80 cents	12½ per cent.
under $1	do	30 cents	12 per cent.
Wooden ware	ad val	15 per cent	3 per cent
All the goods not enumerated in tariff	do	12½ per cent	3 per cent

HALIFAX—M. M. JACKSON, *Consul.*

JULY 18, 1863.

I have the honor to acknowledge the receipt of your despatch of the 26th of June, making inquiries in relation to tonnage duties, &c., levied upon American vessels entering the ports of this consular district.

In reply, I have to state that all American vessels entering the ports of this consular district are subject to certain *light dues* and *signal fees.* The former is a duty of *ten cents* per ton, payable once in each year by vessels of all countries. The latter is a tax of *one dollar* levied on every vessel entering the port on *each separate voyage.* In addition, rates of *pilotage* are imposed upon American vessels according to their tonnage, whether *fishing* or other vessels, as will be seen by the printed extract from the law regulating pilots, which I herewith enclose:

Extract from the law for the regulation of pilots for the port of Halifax.

1. The commissioners shall examine and select as many pilots as they may think necessary, and shall grant certificates to such pilots in the following form, and which shall be revocable at pleasure:

PROVINCE OF NOVA SCOTIA.

No. —— Port of Halifax.

We [*names of commissioners*] commissioners appointed by law to examine and select pilots for the port of Halifax, certify that [*name and residence of pilot*] having been examined by us, was deemed a fit person to undertake the pilotage of vessels of every description into and out of the said port, and on the ——— day of ———, A. D. 186–, was, by us, licensed to act in that capacity.

(Signed) [Names of commissioners,]
Commissioners.

Entered in the register of pilots' licenses.

This license cannot be lent or transferred.

DESCRIPTION OF [*name and residence of pilot*] No. ——.

Age.	Height.	Complexion.	Color of hair and eyes.	Remarks.

2. Every such certificate shall be numbered and registered in a book kept for the purpose, and shall be annually renewed. The pilots for Halifax shall pay twenty shillings for the certificate, and two shillings and sixpence for every renewal thereof; and no pilot shall lend or transfer his certificate under a penalty of five pounds.

3. The commissioners may, from time to time, establish by-laws for the further regulation of pilots, and for extra remuneration in cases of any extraordinary nature, and for the adjustment and decision of questions arising between masters of vessels, pilots and others respecting pilotage, and also respecting the salvage of anchors and cables, and may annex penalties for enforcing the same; but no by-law shall be in force until approved by the governor in council.

4. Every licensed pilot shall carry such a flag, and have his boat marked and

rigged in such manner as the commissioners shall direct, under a penalty not exceeding twenty nor less than five shillings; and every unlicensed person carrying such flag shall forfeit ten pounds.

5. No pilot shall be taken to sea against his will, under a penalty of twenty-five pounds on the master of the vessel, except when through stress of weather the same is unavoidable, in which case he shall be entitled to receive from the master or owner of the vessel five pounds a month for time lost, and shall also be provided with a passage home at the expense of such master or owner, from the first port which the vessel shall enter, where the same can be obtained.

6. If any licensed pilot shall be detained on board any vessel after the day of the arrival and anchoring thereof, he shall be paid five shillings a day in addition to his food, whether the detention be caused by quarantine regulations or otherwise.

7. Any unlicensed person, other than the master, taking charge of any vessel as a pilot, shall surrender the guidance thereof, under a penalty of five pounds, to the first licensed pilot who shall hail her southward of Herring Cove or Thrump Cap.

8. If the services of the licensed pilot, so hailing such vessel, shall not be accepted, or the master shall afterwards take another pilot, the licensed pilot who first offered shall be paid one-third pilotage only if the vessel be *owned in this province*, or in any other part of her Majesty's dominions, or be British built, and *half pilotage on all other vessels;* and during the months of November, December, January, February, and March, the master of any vessel approaching the port of Halifax shall pay such pilot two-thirds of the pilotage, if his services shall not be accepted.

9. The master of any vessel approaching the harbor of Halifax, when hailed within a reasonable distance by a licensed pilot, with his flag flying, shall shorten sail, haul to, or use other means, as circumstances will permit, to facilitate the pilot's boarding, under a penalty of forty shillings.

10. A master requiring a pilot to take his vessel out of Halifax harbor shall, if a British vessel, hoist the Union jack, or if a foreign vessel, such flag as is usually worn thereby, at the fore-top-gallant masthead, and there continue the same for twelve hours during daylight before the time of sailing; and if, in the mean time, no licensed pilot shall offer himself, the master may employ any person he may think fit to pilot the vessel outward.

11. Any unlicensed person who shall take charge of such vessel shall surrender the guidance thereof to the first licensed pilot who shall board her within the time specified in the last section, under a penalty of five pounds, if such vessel be bound from the port of Halifax.

12. Where a licensed pilot shall have conducted a vessel inward, and shall offer his services to pilot her outward, and shall be in attendance, ready and willing so to do, when such vessel is ready for sea, he shall be preferred to any other licensed pilot; and if his services be declined, he shall be entitled to the proportion of pilotage prescribed by the eighth section; and if the pilot who conducted her inward shall have not tendered his services, then any licensed pilot, who shall first offer within the time specified in the tenth section, shall be entitled to the same proportion of pilotage, if his services shall not be accepted.

13. The following vessels shall be *exempted* from pilotage:

Vessels *owned in the province* and *employed in the coasting trade or fishery*, except whalers, and all vessels under eighty tons burden, coming from any part of her Majesty's dominions, and all her Majesty's ships-of-war; but no vessel voluntarily taking a pilot on board shall be exempted from pilotage, nor shall any vessel not spoken by a licensed pilot, at the distance from the harbor prescribed by this act, be subject thereto.

14. Nothing in this act contained shall deprive any person who may act as a

pilot, in the absence of a licensed pilot, from receiving payment for his services, according to the tables of rates in the schedule.

15. The rates of pilotage to be received by the licensed pilots for conducting vessels into or out of harbor shall be according to the trade in Schedule A; and any pilot exacting, or attempting to exact, a larger sum for his services, or taking a less sum therefor, shall for every offence forfeit two pounds, and shall also refund any excess so received.

Extracts of acts amending Chapter 78 of the revised statutes, passed the 12th April, 1862, and 29th April, 1863.

1. Vessels under eighty tons burden, trading from the port of Halifax to the British West Indies, shall not be exempted from pilotage, but shall hereafter pay pilotage in proportion to their tonnage, as in Schedule A of the chapter hereby amended, or shall pay half pilotage when a pilot is refused.

2. The masters of foreign vessels outward bound, when ready for sea, shall be bound to take the services of the first licensed pilot offering the same, or otherwise to pay half pilotage to such licensed pilot; but if the licensed pilot who piloted such vessel into port shall be in attendance when his services are required, he shall have the preference, and be entitled to pilot the vessel out, or to receive half pilotage in case his services are refused; but the provisions of this section shall not apply in cases where such foreign outward-bound vessel is towed to sea by a steamboat.

3. Vessels over six hundred tons burden shall be liable to pay an additional rate of fifty cents for every one hundred tons above six hundred tons.

4 The three preceding clauses shall apply to the port of Halifax only.

5. The habor-master's fees in the port of Pictou shall be one cent per ton, instead of a half-penny as heretofore.

6. So much of the chapter hereby amended as is inconsistent with this act is repealed.

SCHEDULE A.

Rates of pilotage at Halifax.

For vessels of 200 tons and under	£2	0
For vessels from 200 tons to 300 tons	2	10
For vessels from 300 tons to 400 tons	3	0
For vessels from 400 tons upwards	3	10
On her Majesty's ships under 6th rates	2	0
On her Majesty's ships of 4th, 5th, and 6th rates	2	10
On her Majesty's ships of the line	3	0

If any vessel be boarded north of Herring Cove or Thrump Cap, the rate shall be one-fourth less.

OCTOBER 26, 1863.

I have the honor to furnish for the information of the department the following statistics of this province, compiled from the latest official documents and other sources:

IMPORTS AND EXPORTS.

The imports, as shown by the public returns up to the 30th September, 1862, were $8,445,042. Of this amount $3,027,015 were from the United States, $2,981,610 from Great Britain; $214,270 from West Indies; $1,289,623 from

British North American colonies, and the remainder, $932,524 from other countries, thus showing a balance in favor of the United States over Great Britain of $45,405, over the British North American colonies of $1,737,392, and over the West Indies $2,812,745. The exports amounted to $5,646,961, of which $1,811,137 were to the United States, $2,888,510 to Great Britain, $1,298,986 to the North American colonies, 1,503,082 to the British West Indies, and the balance to other countries.

NUMBER, TONNAGE, VALUE, &c, OF SHIPPING.

The number of vessels with cargoes from the United States during the year ended 30th September, 1862, was, British, 1,858; tonnage 161,643, with crews amounting to 9,550 men. Foreign, 86 vessels, 9,399 tons, and 436 men. The number in ballast, during the same period, was 517 British, 72,876 tons, 5,235 men; and foreign, 230 vessels, 27,301 tons, with 1,407 men; making a total of 2,691 vessels, 281,219 tons, and 16,628 men.

The number of vessels cleared from Nova Scotia for the United States with cargoes was, British, 2,376, of 223,917 tons, 12,608 men; and foreign, 321, of 53,876 tons, and 1,946 men. Cleared in ballast, 781 British, 48,143 tons, 3,779 men, and 9 foreign, of 502 tons and 129 men, making the whole number cleared 2,784 vessels, 330,957 tons, and 18,462 men. The total number of vessels cleared, including the United States, was, British, 5,447, tonnage 585,173, and foreign 416, tonnage 105,034.

The total number of vessels registered in the province are 3,408, of 277,718 tons, valued at $7,417,805; of this number 201 vessels, of 39,383 tons, and valued at $1,566,168, were built during the year 1862; 32 vessels, 4,670 tons, valued at $159,200, were sent to Great Britain for sale; 33 vessels, 2,373 tons, valued at $70 212, (including one of 151 tons, valued at $6,040, sold in the United States,) sent to other places for sale.

AGRICULTURAL PRODUCTS.

By the last census, taken in 1861, the agricultural products of the country are stated as follows, viz: Hay, 334,287 tons; wheat, 312,081 bushels; barley, 269,578 bushels; buckwheat, 195,340 bushels; oats, 1,978,137 bushels; rye, 59,606 bushels; Indian corn, 15,529 bushels; potatoes, 3,824,864 bushels; turnips, 554,318 bushels.

The products of the dairy show 4,532,711 pounds of butter, and 901,296 pounds of cheese.

THE FISHERIES.

The amount of fish exported in 1862 was valued, respectively, as follows: Alewives, $30,716; codfish, $1,127,505; herring, $346,559; lobsters, $15,355; mackerel, $183,003; scalefish, $117,389; shad and halibut, $12,363; salmon and trout, $49,690, amounting in all to $1,882,530. The oil exported was valued at $137,307. The number of vessels and boats employed in the fisheries in 1861 (the last census taken) was 900 vessels and 8,866 boats, with a complement of 14,322 men and 43,965 nets and seines, the estimated value of which amounts to $1,780,450.

MINERALS.

The principal minerals of the province are coal, gold, iron and copper. The coal being the most important and valuable, and of which there were exported last year $624,904, worth as follows:

Shipped from—	To British colonies.	To the U. S.
Arichat		$507
Conchat		1,547
Halifax	$1,797	
Glace Bay	3,505	8,489
Baddock	245	
Cow Bay	427	34,383
Great Bras Din	343	621
Joggins	5,303	6,336
Lingan	598	53,014
Pictou	18,548	374,222
Port Mugraves	225	
Sydney, C. B.	375	
Sydney North	61,809	41,007
Wallace	6	
	93,081	
Shipped to other places	11,332	
	104,413	520,126

Showing a total of $520,126, or more than two-thirds of the whole, shipped to the United States.

The principal mines in operation are the Albion mines, Pictou, and the Sydney mines, North Sydney, which are worked by an English company, styled the General Mining Association, under a lease from the British government, paying to this province a royalty of ten cents for every ton (of 2,240 lbs.) hoisted from the pits. The other mines are worked by private companies and individuals under leases from the province, paying a like royalty. Within the last year several new mines have been opened, from which no official returns have, as yet, been received. But, from report, they promise to become valuable. Among them, one at Sea Coal bay, situate in the Strait of Canso, possesses peculiar advantages from the fact that vessels can load at this mine at all seasons of the year; the harbors to most of the other mines being closed by ice during a great portion of the winter months. There are also two oil-producing mines in operation in Pictou, and it is known that many more exist in other parts of the province, but as yet very little has been done towards their development.

The first in value and importance (indeed, by some considered of more importance) are the gold mines. From information derived from the gold commissioners' report it appears that the first discovery of gold was made during the summer of 1860 at Tangier river, to the eastward of Halifax. The same summer another discovery was made at Wine harbor. The following year further discoveries were made at a number of other places.

During the last three months of the preceding year there were employed at the different mines 484 men in quartz mining, who raised 1,294 tons of quartz, producing $49,707 worth of gold; the crushing of which cost $5,176, leaving the net proceeds to miners $445 31, or $92 per man, being at the rate of $1 18 per day. I subjoin a table of the quantity of quartz crushed in six of the gold districts, showing the average and maximum of gold per ton:

District.	Quartz, tons.	Produce, ounces.	Average, ounces.	Maximum, ounces.
Tangier	707	865	1.22	6
Wine Harbor	838	1,673	1.99	25
Starmount	197	357	1.81	8½
Sherbrooke	663	1,976	2.98	12
Oldham	84	51	0.60	1½
Renfrew	171	308	1.80	9
	2,660	5,230	1.96, or 1 oz. 19 dwt. 7 gr's.	

There are 30 crushing machines erected in the vicinity of the mines—18 steam-power, 11 water-power, and one worked by horse-power.

Other discoveries have been made since the date of the gold commissioners' report, and it is generally supposed that auriferous quartz is extensively diffused over a large portion of the province.

Iron and copper have been discovered in various localities; of the former there are two mines in operation.

RAILROADS.

There are two running from the city, one to Windsor, a distance of about 45 miles, connecting with New Brunswick by steamboat across the bay of Funday, which again connects with the boats leaving St. John, New Brunswick, for Portland, Maine. The other branch extends from the city of Truro, a village to the eastward of Halifax, distant about sixty miles.

JANUARY 20, 1864.

I have the honor to enclose herewith, in the form of a tabular statement, statistics showing the trade between the United States and this province, in reference to a resolution of the House of Representatives requesting information in regard to the operation of the reciprocity treaty.

It will be seen that the imports from the United States into this province gradually increased from 1853 up to 1863; the imports in the former year being but $2,079,545, and the latter year amounting to $3,857,765.

The exports to the United States also show a proportionate increase up to the year 1860, the exports for 1853 being $1,389,730, while that of 1860 amounted to $2,231,629.

From 1860 to 1863 a falling off will be perceived.

ALTERATIONS IN THE TARIFF OF 1853, AND OF THE PRESENT TARIFF OF NOVA SCOTIA.

In the year 1855 an act passed admitting material of ships registered and owned in the province, and wrecked on the coast of adjacent colonies, or *elsewhere*, duty *free*.

The same act also imposes a duty of 20 per cent. ad valorem on all clocks and exempted paper, if not less than demy size, from duty.

In 1857 the ad valorem duty was increased to 10 per cent. on all goods formerly liable to 6¼ per cent, except *cotton yarn*, which was charged with an ad valorem duty of 2½ per cent.

Refined sugar to pay 10 shillings, (Nova Scotia currency,) instead of 14

shillings per cwt. Maderia, Port, and Sherry wines, of which the first cost was 30 pounds per pipe, to pay a duty of 2*s.* 6*d.* per gallon.

In 1861 a duty of 5 per cent. was placed on iron knees for ships.

In 1862 a change took place in the duty on the undermentioned articles, viz: Green coffee, from 1½ pence to 4 cents; coffee, roasted, from 2½ pence to 5 cents per pound. Leather, from 1½ pence to 4 cents per pound. Rum reduced from 2*s.* 3*d.* to 40 cents per gallon; and spirits, excepting rum, Geneva, and whiskey, increased from 4*s.* to 90 cents per gallon.

The following articles of merchandise have been added to the list of *dutiable* goods since 1853:

Burning fluid, per gallon, 10 cents; cassia and cinnamon, ground, per pound, 5 cents; ginger, ground, per pound, 4 cents; oil, rock or coal, or benzone, per gallon, 10 cents; pepper and pimento, ground, per pound, 4 cents.

And the following, viz:

Bristles and hairs, used in the manufacture of brushes, pig lead, and old lead fit only to be manufactured, and printing paper, not less than demy size, have been added to the list of *exemptions.*

Tabular statement showing the value of imports into Nova Scotia from the United States for each year from 1853 *to* 1863, *as entered at custom-house.*

For twelve months ending December 31, 1853	$2, 079, 545
For twelve months ending December 31, 1854	2, 871, 440
For twelve months ending December 31, 1855	3, 692, 400
For twelve months ending December 31, 1856	3, 392, 950
For nine months ending September 30, 1857	2, 179, 135
For twelve months ending September 30, 1858	2, 918, 375
For twelve months ending September 30, 1859	2, 884, 990
For twelve months ending September 30, 1860	3, 258, 952
For twelve months ending September 30, 1861	3, 059, 070
For twelve months ending September 30, 1862	3, 027, 015
For twelve months ending September 30, 1863	3, 857, 765
Total value of imports from the United States for eleven years	33, 221, 637

Value of exports from Nova Scotia to the United States for each year from 1853 *to* 1863, *as cleared at custom-house.*

For twelve months ending December 31, 1853	$1, 389, 730
For twelve months ending December 31, 1854	1, 593, 380
For twelve months ending December 31, 1855	2, 407, 205
For twelve months ending December 31, 1856	2, 068, 580
For nine months ending September 30, 1857	1, 575, 440
For twelve months ending September 30, 1858	2, 043, 225
For twelve months ending September 30, 1859	2, 283, 825
For twelve months ending September 30, 1860	2, 231, 629
For twelve months ending September 30, 1861	1, 523, 555
For twelve months ending September 30 1862	1, 811, 137
For twelve months ending September 30, 1863	1, 869, 772
Total value of exports to the United States for eleven years	20, 797, 478

PICTOU—B. H. NORTON, *Consul.*

NOVEMBER 13, 1363.

I have the honor herewith to present my annual report of commercial operations within the limits of this consular jurisdiction. The trade between this port and the United States has fallen off somewhat when compared with last year. The marine slip constructed in this harbor has proved of great importance to American shipping, many masters having availed themselves of the opportunity to repair their vessels. The business during the past season has been so pressing that an additional slip is now in course of construction. There is good prospect of the building the railroad connecting this port with Halifax; when completed it will increase the business of Pictou very much.

NOVA SCOTIA GOLD FIELDS.

The gold mines of Nova Scotia are now attracting the attention of capitalists in the United States; two companies from New York and one from Boston are now actively engaged in extracting the precious metal, with every prospect of being richly rewarded for their investment. A number of companies have been formed in this province, and it is expected there will be large returns for the time and money expended. The revenue to the government is already considerable, and from present indications will soon become the most important.

	BRITISH.			FOREIGN.		
	No.	Tons.	Men.	No.	Tons.	Men.
Vessels entered inward from the United States	234	39,869	1,325	96	23,495	748
Vessels cleared outward to the United States	624	89,364	3,953	116	28,252	866
Vessels inward from Great Britain	8	3,500	103	2	661	21
Vessels inward from British N. American colonies	448	34,206	2,585	7	1,663	56
Vessels inward from British West Indies	6	1,433	52	.....	.....	.....
Vessels inward from foreign West Indies	1	337	10	.....	.....	.....
Vessels from other countries	8	1,422	55	3	1,408	34
Vessels outward to Great Britain	5	2,418	67	.....	.....	.....
Vessels outward to British N. American colonies	363	26,879	2,079	1	449	10

	In British ships.	In foreign ships.
Value of imports from Great Britain	$145,903	.....
Value of exports to Great Britain	14,722	.....
Value of imports from British North American colonies	33,838	$710
Value of exports to British North American colonies	42,478	.....

Merchandise imported from the United States for the year ended September 30, 1863.

Articles.		BRITISH SHIPS.		FOREIGN SHIPS.	
		Quantity.	Value.	Quantity.	Value.
Apples	barrels.	387	$728	.....	.....
Bread	packages.	41	143	2	$10
Beef	barrels.	1	8	.....	.....
Burning fluid	gallons.	939	900	.....	.....
Bricks	thousand.	17	97	.....	.....
Cabinet ware	packages.	988	2,499	.....	.....
Candles	pounds.	110	13	.....	.....
Coffee	do.	714	78	.....	.....
Cheese	do.	3,906	364	.....	.....
Clocks	number.	16	159	.....	.....
Corn meal	barrels.	935	3,175	.....	.....
Corn	bushels.	3,905	2,500	.....	.....
China, glass, and earthen ware	packages.	62	822	.....	.....
Cordage	do.	16	145	.....	.....
Cotton, silk, linen, and wool fabrics	do.	32	1,295	.....	.....
Drugs and apothecaries' wares	do.	222	2,140	.....	.....
Flour	barrels.	9,433	47,975	268	1,147
Fruit	packages.	127	411	.....	.....
Hardware		.....	7,534	.....	44
Hats and caps	packages.	8	346	.....	.....
Hides	number.	1,504	8,788	.....	.....
Leather and leather fabrics	packages.	157	2,191	3	259
Lime	barrels.	41	314	1,209	786
Lard	packages.	413	77	.....	.....
Molasses	gallons	135	43	.....	.....
Oakum	packages.	9	39	.....	.....
Oil	gallons.	5,441	2,529	.....	.....
Paper, manufactures, and stationery	packages.	287	2,954	.....	.....
Pork and hams	barrels.	31	391	9	101
Paint	packages.	12	33	.....	.....
Potatoes and vegetables	bushels.	90	88	.....	.....
Rice	packages.	1	4	.....	.....
Rum	gallons.	171	85	.....	.....
Soap	packages.	42	167	13	41
Sugar	pounds.	9,514	1,199	.....	.....
Tea	do.	6,454	2,161	125	31
Tobacco, leaf	do.	159,769	25,461	.....	.....
Tobacco, manufactured	do.	1,528	387	.....	.....
Wooden wares		.....	3,315	.....	.....
Miscellaneous		.....	6,668	.....	.....
			128,224		2,419

EXPORTS TO UNITED STATES.

Butter	pounds.	25	3	.....	.....
Coal	tons.	147,489	361,300	37,269	92,737
Oatmeal	barrels.	1	5	.....	.....
Herring	do.	80	96	.....	.....
Grindstones	tons.	412	2,120	.....	.....
Miscellaneous		.....	908	.....	160
			364,432		92,897

Statement containing the names of the different ports in the United States to which coal has been shipped from the port of Pictou, and the quantity, commencing at the opening of the season and closing September 30, 1863, *occupying five months.*

	Tons.
Gas Co., Boston	26,577
Boston	56,855
New Haven	231
Salem	2,061
Rockland	165
Pembroke	9,628
Fall River	873
Providence	12,753
Dighton	720
Newburyport	1,068
Portland	3,784
Eastport	159
Bristol	300
Portsmouth	4,138
Somerset	5,060
New Bedford	685
Wareham	2,861
Newport	723
Plymouth	768
Weymouth	966
Lynn	243
Calais	144
Salisbury	234
New York	4,824
New London	270
Mount Haven	417
Hingham	249
Norwich	294
Nantucket	135
Bath	309
Belfast	111
Tons	137,605

Value of coal shipped to the United States from the Sidney mines, Gowru mine, Cow bay, and Brosdon mines, from the 1*st of October,* 1862, *to the* 30*th of September,* 1863, *inclusive, viz:*

From the Sydney mines	$51,099 90
" Gowru mine, Cow bay	9,725 00
" Brosdon mine	1,236 00
	62,060 90

Return of imports and exports to and from the following ports and the United States for the year ending September 30, 1863.

Lingan, Cape Breton.—Exports, (coal,) $70,392; imports, none.
Glace bay.—Exports, $45,993; imports, $20,406.
Block House mine, Cow bay.—Exports, $44,812; imports unknown.
Union mines (Bridgeport.)—Exports, $5,704; imports, $500.

NASSAU, N. P.—S. C. HAWLEY, *Consul.*

APRIL 11, 1863.

I have the honor to transmit herewith a return of arrivals and departures of American vessels at the consular agency at Inagua for the quarter ending March 31, 1863. * * * * * *

I find no entries of American vessels (during the last quarter) by my predecessor, and there were no arrivals from the 10th to 31st March I am, therefore, possessed of no sufficient data from which to make a quarterly return of arrivals and departures for the quarter ending March 31, 1863.

JUNE 7, 1863

I have the honor to report that by an act of the legislature of this colony passed April 8, 1857, entitled "The wharfage and storage act," a tax of two and a half per cent. *ad valorem* was imposed on all American property exported from the Bahamas. This law was effective chiefly upon American property wrecked and sold and exported, and was in addition to an equal tax imposed by the harbor improvement act, 22 Victoria, chap. 25, section 15, making a tax of five per cent. in all. The first-mentioned act contained a limitation to five years and the end of the next session of the legislature thereafter.

The term of five years has expired, and the legislature adjourned on the 26th of May last past without having renewed or extended the act in question. After the said 26th of May the property named is not subject to the two and a half per cent. tax referred to.

W. C. THOMPSON, *Vice-Consul.*

DECEMBER 10, 1863.

I have the honor to announce that at the last session of the legislature of this colony the law 20 Victoria, chapter 22, imposing a municipal tax of 2½ per cent. upon goods brought into this colony from vessels wrecked, stranded, or otherwise cast away or abandoned on or near the coasts of these islands, and exported without the payment of any import or auction tax, being about to expire, was continued in force for ten years longer, but so modified as to reduce the tax to 1½ per cent.

There is another law which imposed a harbor rate, in addition to the above, on the same merchandise. It is the 22 Victoria, chapter 25, section 15. The effect of these laws is to encourage fraudulent wrecking, and they are not founded on justice or reason.

At a previous session of the legislature, on March 7, 1862, a law (2 Victoria, chapter 6, section 13) which imposed a tax of 2½ per cent. on the proceeds of the sales of vessels not registered as belonging here, which are sold in this colony, was repealed, with a retrospective clause extending back to May 1, 1861. This is an inducement to bring vessels here to be sold for blockade-running, and the retrospective clause covered some heavy sales of blockade-running steamers which had already been made.

The laws, 17 Victoria, chapter 2, and 20 Victoria, chapter 15, exempting steam vessels and those laden with coal from tonnage duties, were repealed at the last session of the legislature, and all steam vessels, not carrying a mail, are now subjected to a tonnage duty of one shilling per ton on each arrival, in addition to the other port charges. This repeal affects blockade-runners almost exclusively, as they were previously exempt from this duty. It will be seen that this repeal was legislation against the blockade-running interests; but such burdens are hardly noticed by them at the end of successful trips. * *

TURK'S ISLAND—JOHN E. NEWPORT, *Consul.*

MAY 19, 1863.

As exhibiting the fact that the Turk's Island passage is one of the best esteemed and most frequented and important passages in these seas, I enclose herewith a return from the light-house keeper of the number of vessels that have passed the excellent light-house situated at the mouth thereof, during the past year, from sunrise to sunset.

It might be added that half as many more vessels sailed through the same, in all probability, during the above period, after night fall.

Return of the number of vessels passed the light-house between sunrise and sunset, from 1st January, 1862, *to 1st January,* 1863.

Steamers	3
Ships	6
Barks	83
Brigs	355
Schooners	308
Total	755

JOHN ADAMS,
Light-house Keeper.

MAY 28, 1863.

In accordance with "general instructions," requiring consular officers "to note all events occurring within their consular districts which affect beneficially or otherwise the navigation and commerce of the United States," I have the honor to lay before the honorable Secretary of State such information as I have been able to obtain concerning vessels that have procured permanent British registers at the ports of this colony within the last two years that were formerly owned by citizens of the United States, and which, in all probability, have had their nationality changed because of the depredations committed by rebel privateers on American commerce.

Commencing on the 3d of August, I find that in the year 1861 9 vessels, formerly owned by American citizens, obtained permanent British registers in this colony. As regards class, there were 3 barks, 3 brigs, and 3 schooners, aggregate tonnage (British) 1,534 83–100. In the year 1862 there were only three vessels, two barks and one schooner, of the burden altogether of 451 07–100 In 1863 to this day, inclusive, the number of vessels is 11, of which 6 were barks, 4 brigs, and 1 schooner, of the total tonnage of 2,713 13–100.

To recapitulate, of vessels, formerly owned by American citizens, that have obtained permanent British registers in this little colony during the continuance of our great contest thus far, the number is 23, of which 9 were barks, 9 brigs, and 5 schooners, of the aggregate tonnage of 4,699 03–100.

It will be perceived by the above that during the first five months of the present year there were nearly as many vessels, and of a much larger aggregate tonnage, than during the two previous years together.

AUGUST 18, 1863.

Owing to our great civil contest, the attention of the government and some of the most intelligent people of this colony has been, for some time past, much occupied with the subject of growing cotton in these islands.

That the soil and climate of one of them, at least, are well adapted to the purpose has been well known for many years.

During the last war between the United States and Great Britain considerable quantities of cotton were grown at the East Caicos and exported to Europe. And at Grand Turk and Salt Cay, where, recently, experiments on a small scale have been made, excellent specimens of the indispensable fibre have been produced. The Manchester cotton supply association has, within the last few days, furnished this colony with a number of cotton gins; and the government has directed that they shall be put up at various places for the use of the public.

That the necessary labor and capital can be obtained, in order to produce the valuable article referred to on a very extensive scale in these islands, is a question that, at present, I am not, by any means, prepared to answer in the affirmative; yet, nevertheless, deem the subject to be all-worthy of notice and consideration.

AUGUST 24, 1863.

In this connexion, as well as on the ground that the subject has been adverted to by several of my predecessors, and that it is one concerning the interests of American citizens in this consular district, it would, perhaps, be well for me to communicate to the department a brief sketch of the enterprise at West Caicos, from association with which the island has derived all its prospective commercial importance.

During the consulship of James Winter, esquire, at this post, his attention was called to West Caicos, then, I believe, an wholly uninhabited and unimproved island, in connexion with the question of manufacturing the great staple of this colony; and it was not long, it would seem, before Mr. Winter became strongly persuaded that the West Caicos possessed great advantages as a salt-producing island, and that it was only necessary to bring labor and capital to bear to establish a large and profitable trade between said place and the United States and other countries.

Impressed with this idea, Mr. Winter concluded to enter into such an enterprise, and with characteristic energy immediately went to work to perfect his plans.

On the 13th day of July, 1857, the government of this colony granted Mr. Winter a lease for one hundred acres of saline ground at West Caicos, for a period of twenty-one years, on terms which were considered liberal at the time, and which, at all events, satisfied the lessee.

Through his exertions a number of active merchants in the city of Philadelphia, United States, became interested in the matter, and the enterprise became known as the "Belle Isle Salt Manufacturing Company." Means were raised and active operations commenced. During the year 1859 a considerable number of laborers and a large amount of material were sent out from the United States, and improvements were made, buildings erected, and a railroad track, for conveying salt from the salinas to the beach, was partially laid. The local government, it should be here remembered, had previously constructed one or more canals on the island, pursuant to the terms of the lease.

Matters were thus being pushed toward completion when the great rebellion in the United States first threatened the peace and well-being of mankind.

The disastrous effect of this disturbance soon made itself felt on the enterprise above referred to, and ultimately all operations connected with the same had to be suspended.

More than two years have now elapsed since affairs were thus brought to a stand-still.

As a natural consequence, the "Belle Isle Salt Manufacturing Company" were unable to fulfil some of the conditions of the original lease to Mr. Winter; nd as a sequence the government has, within the last year, resumed the saline ground at West Caicos. All the public works and improvements thereon are

also in possession of the crown, as, in such a case, was provided for in the written agreement.

Two points seem well settled in connexion with the above enterprise:

1st. The government of this colony seem throughout in a just, liberal and considerate manner to have acted.

2d. The failure of the work, thus far, is owing immediately to causes wholly beyond the control of Mr. Winter and his associates.

SEPTEMBER 1, 1863.

I beg leave to enclose herewith some commercial information arranged in a compact form, which, in connexion with these islands, I deem of considerable interest and importance, viz:

A comparative statement of the value of, and duties paid upon, imports into and exports from the Turk's and Caicos islands, for the years ended 31st December, 1861 and 1862, respectively, together with the number of vessels, amount of tonnage and number of men, inward and outward, for the same period. The valuations of the statement were given originally in pounds, shillings and pence, but I have reduced them to American currency.

It will be seen, from the enclosed tabular statement, that the amounts and values of imports and exports of this colony, and the number and aggregate tonnage of the vessels that entered and cleared at the various ports in the same, were considerably more in 1862 than in 1861.

A comparative statement of the value of, and duties paid upon, imports into, and exports from, the Turk's and Caicos islands, for the years ended 31st December, 1861 and 1862, respectively, together with the number of vessels, amount of tonnage, and number of men inward and outward for the same period.

Ports of entry.	IMPORTS.		INWARD.			EXPORTS.		OUTWARD.		
	Value.	Duties.	No. of vessels.	Tonnage.	No. of men.	Value.	Duties.	No. of vessels.	Tonnage.	No. of men.
1861—Grand Turk	$116,429 34	$15,177 54	250	20,453	1,576	$50,939 16	$2,261 86	242	18,503	1,387
Salt Cay	7,681 60	929 74	75	10,868	471	39,328 44	2,577 88	87	14,436	570
Cockburn Harbor	3,463 94	339 70	17	2,851	122	39,631 30	1,960 40	23	3,589	122
West Caicos	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	127,574 88	16,446 98	342	34,172	2,169	119,898 90	6,860 14	352	36,528	2,079
1862—Grand Turk	162,899 94	18,543 76	283	31,129	1,643	81,449 60	4,262 78	287	28,639	1,656
Salt Cay	7,456 60	798 82	103	15,735	666	42,456 58	3,174 12	109	17,577	711
Cockburn Harbor	2,234 36	239 68	65	10,642	464	33,124 32	2,476 08	88	12,576	605
West Caicos	.....	.....	1	15	7	.....	.....	.....	.....	.....
Total	172,590 90	19,582 26	452	57,521	2,780	157,029 90	9,912 98	484	58,792	2,972

SEPTEMBER 2, 1863.

I have the honor to enclose, herewith, a comparative statement of the quantity in bushels, and the value, of salt exported from the Turk's and Caicos islands for the years ended December 31, 1861 and 1862, respectively.

Ports of entry.	1861.		1862.	
	Bushels salt.	Value.	Bushels salt.	Value.
Grand Turk's	452,372	$35,610 84	852,556	$59,450 82
Salt Cay	515,576	38,980 86	631,824	42,456 58
Cockburn Harbor	392,080	29,631 30	495,216	33,124 32
West Caicos	.....	.....	.....	.....
Total	1,360,028	104,223 00	1,982,596	135,031 72

Comparative statement showing the total value, in sterling, of the imports and exports of the colony of Turk's and Caicos islands from and to each country, in the years 1861 *and* 1862.

Countries.	1861.		1862.	
	Imports.	Exports.	Imports.	Exports.
United Kingdom	£3,239 8 9	.....	£5,659 12 10	.....
BRITISH COLONIES.				
Digby, Nova Scotia	145 2 0	.....	.....	.....
Halifax	73 4 0	£723 9 4	.....	£709 18 9
Liverpool	.....	.....	.....	79 15 4
Port Medway	.....	.....	.....	84 15 2
Ragged Island	.....	762 5 11	.....	569 7 10
Shelbourne	.....	.....	.....	128 8 5
Yarmouth	.....	440 0 4	368 16 11	495 17 7
St. John, New Brunswick	.....	263 0 0	.....	.....
Antigua	31 10 10	.....	26 6 3	.....
Bahamas	3,718 19 1	631 15 2	1,580 9 5	1,283 3 6
Barbadoes	217 0 6	32 8 4	565 2 10	6 6 7
Bermuda	1,146 10 0	303 15 0	832 19 1	294 14 1
Demerara	.....	.....	577 13 7	.....
Granada	251 0 0	.....	171 16 8	.....
Jamaica	355 16 11	56 6 2	199 2 11	154 1 9
St. Kitts	5 16 8	.....	81 6 8	.....
Tobago	28 17 6	.....	.....	.....
Trinidad	85 18 3	.....	205 6 11	.....
FOREIGN COUNTRIES.				
St. Thomas	2,766 3 0	184 9 3	3,015 9 4	185 15 10
Crab Island	54 5 10	.....	.....	.....
Cuba	6 12 6	183 19 6	154 0 1	12 11 8
Porto Rico	188 15 0	.....	203 10 3	60 7 6
Martinique	1 14 7	.....	13 18 4	.....
Guadalupe	.....	.....	36 2 8	.....
St. Croix	.....	.....	579 19 4	.....

Comparative statement, &c.—Continued.

Countries.	1861.		1862.	
	Imports.	Exports.	Imports.	Exports.
St. Martin's	£4 10 10	.....	.....	.....
St. Barts	2 0 0	.....	.....	.....
Hayti	841 1 2	£176 0 11	£1,605 14 10	£376 16 2
St Domingo	1,136 9 5	1,613 15 6	1,410 6 6	2,056 1 0
New Granada	.....	90 1 10	.....	.....
Rio Hache	393 7 1	.....	.....	.....
United States	11,848 3 2	19,569 13 4	18,594 12 3	26,206 10 1
Not given	26 0 10	.....	74 0 3	.....
Total	26,568 7 11	25,031 0 7	35,956 7 11	32,714 11 3

Comparative statement of the number, tonnage, crews, and nationality of vessels entered at and cleared from the several ports in the colony of Turk's and Caicos islands during the years 1861 *and* 1862.

ENTERED—1861.

Nationality of vessels.	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
BRITISH.									
Great Britain	2	242	16	....	.....	.....	2	242	16
British North America	74	5,838	360	60	6,102	342	134	11,240	702
British West Indies	79	2,799	441	17	750	121	96	3,549	562
FOREIGN.									
Spanish	11	175	44	1	6	2	12	181	46
Haytien	6	84	22	2	10	9	8	94	31
United States	43	8,124	294	100	19,349	691	143	27,473	985
Total	215	16,562	1,177	180	26,217	1,165	395	42,779	2,342

CLEARED—1861.

BRITISH.									
Great Britain	2	242	16	....	.....	.....	2	242	16
British North America	109	11,224	631	....	.....	.....	109	11,224	631
British West Indies	83	2,431	374	65	1,718	423	148	4,149	797
FOREIGN.									
Spanish	14	776	62	2	24	5	16	800	67
Haytien	3	32	9	4	58	17	7	90	26
United States	137	26,848	961	....	.....	.....	137	26,848	961
Total	448	41,553	2,056	71	1,800	445	419	43,353	2,498

ENTERED—1862.

Nationality of vessels.	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	158	10,377	839	123	13,946	742	281	24,323	1,581
Danish	2	328	16	1	135	7	3	463	20
Spanish	11	330	56	3	232	26	14	562	82
Portuguese	....	.....	.....	1	108	7	1	108	7
Genoese	....	.....	.....	1	204	11	1	204	11
German	1	147	8	....	.....	.....	1	147	8
Haytien	3	57	11	1	40	4	4	97	15
United States	45	9,625	328	102	21,992	728	147	31,617	1,056
Total	220	20,864	1,255	232	36,657	1,525	452	57,521	2,780

CLEARED—1862.

British	276	24,750	1,669	29	438	65	305	25,188	1,734
Danish	2	328	13	....	.....	.....	3	328	13
Spanish	9	251	43	2	11	2	11	262	45
Portuguese	1	108	7	....	.....	.....	1	108	7
Italian	1	200	10	....	.....	.....	1	200	10
Haytien	3	87	16	2	16	10	5	103	26
United States	159	32,603	1,137	....	.....	.....	159	32,603	1,137
Total	451	58,327	2,895	33	465	77	484	58,792	2,972

Statement showing the total number, tonnage, and crews of vessels entered at each port in the colony of Turk's and Caicos islands in the year 1862.

Names of ports.	BRITISH.								
	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Grand Turk	125	7,968	662	65	6,385	359	190	14,353	1,021
Salt Cay	27	2,056	142	26	3,972	171	53	6,028	313
Corktown harbor	5	514	31	31	3,599	206	36	4,113	237
West Caicos	.....	.....	.....	1	15	7	1	15	7
Total	157	10,538	835	123	13,971	743	280	24,509	1,578

Statement showing the total number, tonnage, and crews, &c.—Continued.

Names of ports.	FOREIGN.								
	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Grand Turk	33	5,362	207	60	11,414	413	93	16,776	620
Salt Cay	23	3,937	162	27	5,770	191	50	9,707	353
Corktown harbor	7	1,027	51	22	5,502	176	29	6,529	227
West Caicos	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	63	10,326	420	109	22,686	780	172	33,012	1,200

Statement showing the total number, tonnage, and crews, &c.—Continued.

Names of ports.	TOTAL.								
	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Grand Turk	158	13,330	869	125	17,799	774	283	31,129	1,643
Salt Cay	50	5,993	304	53	9,742	362	103	15,735	666
Corktown harbor	12	1,541	82	53	9,101	382	65	10,642	464
West Caicos	.....	.....	.....	1	15	7	1	15	7
Total	220	20,864	1,255	232	36,657	1,525	452	57,521	2,780

SEPTEMBER 4, 1863.

I have the honor to transmit to you some information that with considerable difficulty, I have procured, concerning the number, class, and nationality of the vessels that have been stranded or condemned at these islands, and the value of the cargoes saved therefrom, within a comparatively recent period.

During the year 1861 six vessels were wrecked or condemned, of which two were barks, two brigs, and two schooners. Three were American, and three were British vessels. The total value of the cargoes saved was £1,876 15*s.* 1*d.*

In 1862 six vessels were lost in the waters of this consular district—five brigs and one schooner. Three of the number were British, one American, one Bremen, and one Dominican. Total value of the articles saved therefrom £3,009 15*s.* 11*d.*

Thus far in 1863 nine vessels have been stranded or condemned here; of which one was a bark, three brigs, and five schooners. Four were American, three British, one Swedish, and one French. The aggregate realized value of the property saved was £7,533 4*s.* 1*d.*

SEPTEMBER 28, 1863.

I have the honor to communicate to you the following information relative to *the course of exchange*, and *the coins in circulation in this colony.*

There is no regular course of exchange here. Sterling bills are rarely to be obtained; when negotiable they bear a premium of 2½ per cent.

Bills on the United States are generally at par, when made payable in coin. Very few bills are drawn on any foreign country, and when required are mostly at par.

COINS.

The gold coins in circulation are: The British sovereign and half sovereign; doubloons; the American gold coins, taken at the custom-houses here at the following rates.

The double eagle	£4	2	0
The half eagle	2	1	0
The quarter eagle		10	3
The gold dollar		4	2

The silver coins in circulation are: British silver of every denomination; Spanish and American dollars with their several decimal fractional parts; and French five-franc pieces.

Dollars are valued by the Bahama act, 2 Victoria, chapter 4, extended to these islands, at the rate of 4*s.* 2*d.* sterling. The English shilling and sixpence pieces approximate so nearly to the quarter and eighth of the dollar that they pass current for those coins, respectively.

There are no copper coins in circulation; likewise no paper money.

SEPTEMBER 30, 1863.

In conformity with the obligation imposed on consular officers of the United States to make an annual report at this particular period, I have the honor to lay before you a general statement of the trade, &c., of this consular district for the year ending this day.

As is well known to the commercial world, salt is the great staple and nearly the only product of these islands. So far as the quantity of its exports are concerned, this colony, unlike most of its neighbors in the West Indies, has not thus far been a sufferer by the great contest in the United States. As I informed the department under date January 31, 1863, the amount of salt exported from these islands in 1862 was 1,982,576 bushels; exceeding that of 1861 by 622,568 bushels, and that of the most prosperous year heretofore, (1859,) by 78,072 bushels.

From October 1, 1862, to June 30, 1863, inclusive, from the port of Grand Turk alone, there were 545,244 bushels exported; and from October 1, 1861, to June 30, 1862, inclusive, there were only 294,752 bushels shipped abroad; showing that the exportations of salt from the port named, for three-quarters of the present commercial year, were nearly double what they were in the corresponding quarters of last year.

It should be borne in mind that the staple here referred to commands low and comparatively unremunerative prices. The average price of salt for 1863 has been about seven cents per bushel, exclusive of the government tax of one cent per bushel already borne by the purchaser or shipper, which, as compared with 1862, is about the same. Freight of this staple to the United States has varied from eight to ten cents a bushel.

IMPORTS.

The total value of the imports of this colony in 1862 was $172,589 90, of which amount $89,252 14 were from the United States, and $83,337 76 from all other parts.

EXPORTS.

The exports were $157,029 90; to the United States $125,791 22, elsewhere $31,238 68. Of the salt shipped, 1,821,008 bushels were to the United States; 752,408 bushels in British, and 1,068,600 bushels in foreign vessels, eight-tenths of these being American. Generally, of late years, about five-sixths of the staple exported has gone to the United States; the rest mostly to Nova Scotia.

VESSELS ARRIVED.

In 1862 one hundred and forty-three American vessels entered; forty-three had cargoes and one hundred were in ballast. During the year ended this day 118 American vessels entered the various ports of this consular district; of which number 22 were barks, 47 brigs, and 49 schooners. Aggregate tonnage 23,844$\frac{62}{95}$. Quantity of salt outward 728,005 bushels. Value of salt outward $52,077 15.

As will doubtless be noticed, there is a considerable falling off in the number of American vessels arriving at this colony during the above period, as compared with previous years. Perhaps this fact will best be explained by the enclosed statement showing the number, class, and tonnage of vessels built in the United States and registered at Grand Turk, Turk's islands, from the 1st of October, 1862, to the 30th September, 1863, inclusive. It thus appears that thirty-five vessels, of the aggregate tonnage of 7,627$\frac{94}{100}$, formerly American, have within the last year been placed under a foreign flag in this colony alone. Quite a number of vessels have also arrived here that had thrown off their American character at other ports.

RECEIPTS AND EXPENSES OF THE COLONIAL GOVERNMENT.

The receipts of the colonial government from all sources, for the six months ended June 30, 1863, were $23,560 90, and the expenditures $19,649 20.

For the first three quarters of this commercial year the public revenue was $29,232 06, which, as compared with corresponding quarters of last year, exhibits an increase of $8,278 90. Of this amount $15,686 44 was derived from imports, $5,669 86 from exports, and $7,875 76 from other sources.

Tonnage and value of cargoes saved from January 1 *to September* 30, 1863.

Nationality.	No.	Tons.	Value.
American	4	516	$13,067 46
British	4	812	12,928 90
French	1	205	15,496 02
German	1	94	2,988 80
Swedish	1	106	176 62
Total	11	1,733	44,657 80

Tabular statement showing the class, number, and tonnage of vessels built in the United States and registered at Grand Turk, in the colony of Turk's and Caicos islands for the year ended September 30, 1863.

Class.	No.	Tons.
Schooners	7	606.66
Brigs or brigantines	15	3,133.68
Barks	13	3,887.60
Total	35	7,627.94

* * * By an act of the legislative council, which went into operation on the 4th day of July last, the export duty on salt was increased from one-half

to one cent a bushel; copies of which were forwarded to the Department of State.

By far the most important event, in its bearings on the interests of this colony, that has occurred for several years, was the confirmation, in the month of June last, of the ordinance converting the leasehold of salt ponds in Turk's islands into freehold property. * * *

PRINCE EDWARD ISLAND—J. H. SHERMAN, *Consul.*

JUNE 22, 1863.

* * In a despatch to this consulate from the State Department, July 23, 1860, signed William Henry Prescot, Acting Secretary of State, (enclosing an opinion of Attorney General Black on the proper fee for issuing invoices, certificates of growth and produce, &c.,) the Acting Secretary says, in conclusion: "It is proper to add that, as the pound of the provinces of Nova Scotia, New Providence, Newfoundland, and Canada is fixed by laws of the United States, no currency certificate is necessary."

* * * * The Acting Secretary seems to have assumed that this colony was a part of some one of the provinces enumerated in the act passed May 26, 1846, and that the value of the pound of this colony was the same, and had been fixed by our laws at the same value as the pound of the provinces named in said act, $4; whereas the value of the pound in this colony is only three dollars and twenty cents, ($3 20.) The value of the American and Spanish dollar is 6*s.* 3*d.* in this currency, as established by an act of the legislature. The value of the pound sterling of Great Britain is one pound and ten shillings in this currency. A certificate of deposit issued by the bank or by private bankers here for £1,000 would be cashed (at par) in the United States (on the hypothesis which Acting Secretary Prescot adopted) as $4,000; whereas its *par* value would be only $3,200. It seems to me that for the protection and convenience of our people the issuing of certificates of currency should be resumed, and continued until its value shall be established by our laws. * * *

JULY 16, 1863.

* * As there are very few articles of merchandise exported from this colony, except those that are duty free under the reciprocity treaty, the act of March 3, 1863, will very rarely apply to them.

In answer to the inquiry contained in despatch No. 14 as to "whether tonnage duty is levied upon American vessels entering the ports of the island, or engaged in the fisheries, within your (my) consular district, or whether any other duty in the nature of a harbor duty, or light-house, or any duty of a similar character is imposed upon our vessels," I have to state that a "light duty" of sixpence (eight and a half cents) per ton measurement is levied upon all vessels entering the ports of the island, and that that is the only duty levied by law upon American vessels within my consular district. One rate only (sixpence) is levied for the year from January 1 to December 31.

I may be permitted to add, that the above tax is considered unjust by the owners of our fishing vessels, for the reason that the lights are very inadequate for their protection, there being none on either the east or north capes, where they are most required, and that the ports where the lights are established are inaccessible, at night, in bad weather. They are taxed, also, on passing through the "Gut of Canso" a "light duty," sixpence (ten cents) per ton, (as you will have been advised by our consuls in Nova Scotia,) which, added to the tax here, makes $27 50 light money levied on our vessels of one hundred and fifty

tons burden, which I consider a very exorbitant tax when vessels make but one voyage a year, and have no substantial benefit from more than one light.

The Nova Scotia tax upon the vessels of this colony has been considered so unjust that remonstrances have been made to that government by the executive of this against it, but no amelioration of the tax has yet been made.

DECEMBER 26, 1863.

I have the honor to submit the following report for the year ending September 30, 1863:

The civil, commercial, and agricultural affairs of this colony have undergone but little change during the past year, 1862.

The total amount of the imports and exports from and to all countries have been as follows in sterling currency: Imports, £211,240 18*s.* 6*d.* Exports, £150,549 2*s.*

The total amount of imports and exports from and to the United States in sterling is: Imports, £46,929 19*s.* 11*d.* Exports, £43,466 16*s.*

But a fraction of the carrying trade of the colony is done in American vessels, (the fishing business, of which we have no account, excepted,) as will be seen in the article of oats, which is almost the only article freighted in American vessels from this island.

Total amount of oats shipped to the United States, 374,624 bushels. Amount shipped in British vessels, 316,322; in American vessels, 58,302. All other articles are about in the above proportions.

There have been no changes in the light and anchorage dues collected from American vessels since my last report.

There have been seventy-three (73) vessels (registered, 16,663 tons) built here during the year.

I should have stated, while on the subject of the carrying trade, that the total number of vessels entered at the fourteen ports of entry in this colony during the year ending December 31, 1862, was 1,054, of which only 22 were American. The total number of vessels cleared from the said fourteen ports was 1,095, of which the number of American was 27.

The large number of American vessels (600 to 800) that are engaged in fishing on the north side of this island during the summer do not enter at nor clear from any of the ports, although they run in and out (many of them) in the course of the season. Two of the United States armed vessels have this season cruised around and entered several ports of this island.

I annex a tabular statement showing all the details of the commercial transactions between this colony and the United States during the past year. It will be observed that all the articles exported from this colony to the United States enter our ports duty free, while on the articles imported from the United States duties, amounting to $15,000, are collected.

Statement showing the description, quantities, and value of the imports from and exports to the United States from the colony of Prince Edward Island during the year 1862.

IMPORTS.

Articles	Quantities imported. In British vessels.	Quantities imported. In foreign vessels.	Quantities imported. Total.	Value in sterling of total imports. £	s.	d.	Duty. Gross amount received in sterling £	s.	d.	Duty. Rates, and when imposed.
										25 Vic. c. 7.
Ale and porter	717 gallons	400 gallons	1,117 gallons	33	13	6	9	19	1	3½d. per gallon.
Apothecaries' ware	139 packages	97 packages	236 packages	516	5	2	40	4	5	7½ per cent.
Books	5 packages	6 packages	11 packages	145	11	2				Free.
Boots and shoes	77 packages	58 packages	135 packages	928	19	0	92	17	10	10 per cent.
Bread	400 packages	124 packages	524 packages	515	4	3				Free.
Candles	13,960 pounds	10,974 pounds	24,934 pounds	594	2	3	44	11	2	7½ per cent
Cheese	56 packages	88 packages	144 packages	127	7	0				Free.
Chocolate	63 pounds	25 pounds	88 pounds	2	3	0	0	14	8	2d. per pound.
Cider	109 2-5 gallons			10	8	0	1	10	1	3½ per gallon.
Coffee, (ground)	2,333 pounds	2,010 pounds	4,343 pounds	99	6	11	36	0	0	2d. per pound.
Clocks	12 packages	9 packages	21 packages	53	4	8	13	6	1	25 per cent.
Clothing	5 packages	5 packages	10 packages	101	14	4	10	2	5	10 per cent.
Cordage	319 packages	220 packages	539 packages	472	1	7	9	8	9	2 per cent.
Corn meal	161 barrels	225 barrels	386 barrels	312	8	0				Free.
Dry goods	167 packages	119 packages	286 packages	2,106	16	8	158	0	4	7½ per cent.
Flour	7,725 barrels	2,766 barrels	10,491 barrels	10,945	18	6				Free.
Fruit: Apples	1,138 barrels	386 barrels	1,524 barrels	512	16	7				Free.
Dried	3,164 pounds	1,955 pounds	5,119 pounds	146	15	0	14	4	4	¼d. per pound.
Other kinds	16 packages	30 packages	46 packages	50	1	0				Free.
Glass and glassware	101 packages	35 packages	136 packages	304	3	4	22	16	2	7½ per cent.
Hardware and cutlery	1,802 packages	480 packages	2,282 packages	3,721	10	0	279	2	3	7½ per cent.
Ironmongery				1,225	16	10	91	18	9	7½ per cent.
Leather: Sole	41,813 pounds	27,038 pounds	68,851 pounds	3,336	15	0	191	5	1	¼d. per pound.
Other kinds	7 packages			60	15	8	4	5	3	6½ per cent.
Molasses	39,114 gallons	21,785 gallons	60,899 gallons	2,585	18	3	359	9	6	1½d. per gallon
Oil: Linseed	60 gallons			10	14	10	0	16	2	7½ per cent.
Other kinds	442 gallons	49 gallons	491 gallons	246	18	0	18	10	3	7½ per cent.
Paint	15 packages	12 packages	27 packages	16	0	4	1	4	0	7½ per cent.
Paper and stationery	20 packages	306 packages	326 packages	130	2	5	9	15	2	7½ per cent.
Pitch, tar, and rosin	44 barrels	83 barrels	127 barrels	229	6	0				Free.
Soap	6,048 pounds	1,456 pounds	7,504 pounds	128	15	10	9	13	2	7½ per cent.
Spirits, (rum)	3,664 gallons	212 gallons	3,876 gallons	515	10	0	409	1	6	1s. 4d. gallon pf.
Sugar: Refined	5,385 pounds	2,523 pounds	7,908 pounds	168	2	0	40	17	5	1½d. per pound.
Unrefined	cwt. 565 3-19	cwt. 284 3-26	cwt. 850 3-17	1,136	18	10	170	3	7	4s. per cwt.
Tea	32,728 pounds	8,468 pounds	41,196 pounds	2,833	16	0	343	6	0	2d. per pound
Tobacco: Manufactured	4,737½ pounds	2,034 pounds	6,771½ pounds	447	1	3	75	4	10	2½d. per pound.
Unmanufactured	134,333 pounds	42,179 pounds	176,512 pounds	5,677	17	0				Free.

Statement showing the description, quantities, and value of the imports, &c.—Continued.

IMPORTS.

Articles.	Quantities imported.			Value in sterling of total imports.			Duty.					
	In British vessels.	In foreign vessels.	Total.				Gross amount received in sterling.			Rates, and when imposed.
				£	s.	d.	£	s.	d.	
Woodwares				1,492	14	0	149	5	5	10 per cent.
Wine	28 4-5 gallons			21	10	10	3	16	10	2s. 8d. gal. & 5 p. ct.
Miscellaneous: Dutiable	£2,007 11s. 7d.	£1,840 7s. 8d.		3,847	19	3	340	10	0	Various.
Free	£592 17s. 8d.	£524 0s. 0d.		1,116	17	8				Free.
Total imports from the United States				46,929	19	11	2,942	0	6	

EXPORTS.

Articles.	Quantities.			Value in sterling.								
	Produce and manufactures of the colony.			Produce and manufactures of the colony.			British, foreign, and other colonial produce and manufactures.			Total.		
	In British vessels.	In foreign vessels.	Total.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Butter	210 pounds	2,200 pounds	2,410 pounds	80	6	8				80	6	8
Corn: Barley	21,172 bushels	4,450 bushels	25,622 bushels	3,530	4	0				3,530	4	0
Oats	316,322 bushels	35,302 bushels	374,624 bushels	28,805	6	0				28,805	6	0
Eggs	62 packages	224 packages	286 packages	417	11	8				417	11	8
Fish: Alewives	477 barrels		477 barrels	227	1	8				227	1	8
Cod	2,079 quintals		2,079 quintals	963	13	4				963	13	4
Herrings	515 barrels	275 barrels	790 barrels	510	5	10				510	5	10
Mackerel	1,986 barrels	335 barrels	2,321 barrels	3,864	15	0				3,864	15	0
Scale	1,221 quintals		1,221 quintals	341	0	0				341	0	0
Oatmeal	28 t. 11 c.		28 t. 11 c.	234	8	0				234	8	0
Oil, (fish)	1,113 gallons	500 gallons	1,613 gallons	53	6	4				53	6	4
Potatoes	57,793 bushels	11,152 bushels	68,945 bushels	3,437	2	0				3,437	2	0
Railway sleepers	2,989	476	3,465	173	5	0				173	5	0
Sheep skins	300 skins	1,672 skins	1,972 skins	328	13	4				328	13	4
Miscellaneous				221	7	4	278	10	2	499	17	6
Total exports to the United States				43,188	6	2	278	10	2	43,466	16	4

ANTIGUA—M. GALODY, *Consular Agent.*

JUNE 30, 1863.

I have the honor to inform the department that during the whole of the quarter, ended this date, no American vessels entered this port. * * *

JULY 7, 1863.

I beg to enclose a new tariff passed this month by the legislature of this island. The "specific" duties of the same are, with some articles, modified, and those of "ad valorem" are reduced from 12 to 6 per cent.

Tariff of duties.—Antigua, July, 1863.

	£	s.	d.
Asses, per head	0	4	2
Ale, beer, perry, cider, and porter, per dozen, quart bottles	0	0	9
Ale, beer, perry, cider, and porter in bulk, per ton	2	0	0
Bread and biscuits, per 100 pounds	0	2	0
Bricks and tiles of all descriptions, per thousand	0	4	2
Candles, tallow, per pound	0	0	1
Candles, other than tallow	0	0	3
Coffee and cocoa, per pound	0	0	1
Cigars, per thousand	0	10	0
Cattle, horned, per head	0	4	2
Fish, dried. per quintal	0	1	0
Fish, pickled, per barrel	0	2	0
Flour, wheat, per barrel 196 pounds	0	5	0
Flour, rye, per barrel	0	4	2
Fruit, dried and preserved	0	0	2
Hams, bacon, tongues, beef, pork, tallow, lard, butter, and cheese, per pound	0	0	1
Horses, mares, and geldings, per head	1	10	0
Mules, per head	1	0	0
Meal or other flour, not wheat, per puncheon	0	8	0
Meal or other flour, not wheat, per barrel	0	2	0
Meal, oil-cake or linseed, per 100 pounds	0	0	10
Oils of all kinds, per gallon	0	0	6
Kerosine and other fluids for burning, per gallon	0	0	3
Onions, per 100 pounds	0	0	6
Peas, beans, barley, cavalances, oats, Indian corn, and all other grain or pulse, per bushel	0	0	3
Potatoes, not sweet, per barrel	0	1	6
Rice, per 100 pounds	0	2	0
Sheep, goats, and swine, per head	0	1	0
Spirits, brandy, per imperial gallon	0	2	6
Spirits, gin, and all other spirits not sweetened, per imperial gallon	0	2	0
Spirits sweetened, and all cordials and liquors, per imperial gallon	0	4	0
Sugar, refined, per pound	0	0	½
Soap, per pound	0	0	½
Teas of all kinds, per pound	0	0	4
Tobacco, leaf, per pound	0	0	3
Tobacco, manufactured, per pound	0	0	4
Wines, whether bottled or not, on every £100 value	15	0	0
Wood, viz: pitch pine, for every 1,000 feet by superficial measure of an inch thick	0	12	6

	£	s.	d.
Wood, white pine and spruce, for every 1,000 feet by superficial measure of an inch thick	0	8	4
Wood, cypress shingles, and wallaba, per thousand	0	4	2
Wood, cedar, pine, or spruce, per thousand	0	2	1
Wood hoops, per thousand	0	5	0
Staves, per thousand	0	10	5
Shooks, hogshead or puncheon, each single pack	0	0	9

And after these rates for any greater or less quantity of such goods respectively,

Packages, namely: Butts, hogsheads, puncheons, tierces, and trunks, on their invoice value, 6 per centum.

All non-enumerated articles, 6 per cent. ad valorem.

TABLE OF EXEMPTIONS.

Personal baggage of passengers, bullion, coin, books not being foreign reprints of English copyrights, maps and charts, ice, fresh fish and meat not preserved, turtle, poultry, fruit not being dried or preserved, green vegetables, sweet potatoes, yams, taniers, carrots, turnips, plants and shrubs, seeds of all kinds for planting, all machinery and apparatus for mills, steam-engines, steam-ploughs, and all apparatus for the manufacture of sugar, rum, or other produce, manures of all kinds natural or chemical, and all substances to be used for manuring purposes, and stores of every description imported or supplied for the use of her Majesty's land and sea forces.

SEPTEMBER 30, 1863.

I have the honor to enclose herewith my annual report of 1862 for this island, and to add a few general remarks on all the West India islands.

The causes leading to their general retrogressive course have been closely watched by me; and I found that the only cause, which could be called the true one, is that free labor here must succumb to Cuban slave labor, and if the government of England had only imposed a discriminating duty on free and slave labor, the West Indies would not only be to-day prosperous, but slavery itself would never have assumed such vast importance. * * *

Agriculture.—This branch of industry is in a most deplorable condition. The causes which led to it are want of labor and of means. So long as sugar had a high price it counterbalanced those causes, but the moment sugar went down the planter became helpless and prostrate; his produce did not net its cost, and each new crop created a dead loss to him. But this is not all. His estate, with the fall of prices in sugar, sunk also in its value, and if he was formerly merely a debtor, now he became insolvent, for the estate is not worth the mortgage on it; and times reached such a crisis that, with the exception of half a dozen planters, all estates are either hopelessly mortgaged, or, what is worse, thrown into the court of chancery. Under such circumstances no capitalist is inclined to advance any more funds; and cases came under my own notice where an estate, with an original cost of eighty thousand dollars, was sold under the hammer for two thousand dollars. The idea of giving up sugar and planting another product meets also with great difficulties, by the fact that all the expensive and very costly machinery of the island is fit only for sugar, and nothing else. And so it comes that the agricultural interest of this island will, in a very few years, be entirely lost.

Another cause weighs heavily, like a millstone, on the planters' necks, and that is their inability of employing capital *direct* from bankers, who would be satisfied with legitimate interest on their capital if securities were adequate; but this not being the case, English merchants step in, advance money, *not* on the security of the estate, but of the crop, by which the planters are so entirely drained that they cease to be masters of their own product, have no more con-

trol over the same in finding an advantageous market for it, but are bound to send it to their merchant masters in England, pay commissions and charges, and, what is the worst, sustain the loss of their own surveillance, with treble the interest bankers would require. In short, there is a combination of circumstances, inexorable in their consequences, through which vast parts of the most fertile land are out of cultivation, a great number of estates deserted, and the whole island bears depression and distress on its very face.

Commerce is entirely stagnant; its interest is not only closely connected with the productions of the country, (mostly sugar,) but derives its vitality from the same. Hence sugar, being, as stated, deprived of the free agency of its producers, becomes now a mere article for mortgage here, and ceases to be one of commerce, so that I can only speak of an insignificant trade in breadstuffs, provisions, and dry goods, the whole of which would hardly satisfy a single American or English house of standing. It is carried on by a few parties with very limited means; so much so that a cargo of twenty thousand dollars, if offered at no matter what a bargain, could hardly find a cash purchaser. The fact that people here are accustomed to look down on honest labor and industry, played the whole retail trade into the hands of Portuguese immigrants, who, having everything their own way, make small fortunes, and return to their native country to remain. By investing their means here they could absorb the wholesale trade also, and I dare say a great part of the agricultural interest too. *

* * * * *

ANNUAL REPORT.

Total value of imports and exports of the colony of Antigua from and to each country in the year 1862.

Countries.	Imp'rts therefrom.			Exp'rts thereto.		
	£	s.	d.	£	s.	d.
United Kingdom	73,871	16	00	206,319	0	3
British colonies.						
Barbadoes	36,356	2	8½	1,160	4	2
Dominica	1,756	7	6½	727	14	0½
St. Kitts	4,190	9	4	4,570	15	1½
Montserrat	672	1	3	1,454	14	6
Anguilla	169	16	3	3	18	6
Trinidad	609	14	3	.....		
St. Vincent	18	6	0	8	10	0
Demerara	2	0	2	.....		
Tortola	1	0	0	.....		
Bermuda	988	2	7	173	10	0
Nevis	280	5	10	1,650	4	9
Digby	550	7	7	377	0	0
Lunenburg	312	17	5	174	0	0
Tobago	.....			70	0	0
St. Lucia	.....			33	1	0
Argyle	107	0	1	.....		
Liverpool	517	17	1	16	5	0
Bridgewater	288	2	3	31	0	0
La Havre	297	6	0	72	10	0
Port Medway	400	5	1½	106	5	0
Newfoundland	685	12	0	.....		
Halifax	2,824	8	10	1,462	10	0
Annapolis	451	1	4	170	15	0
Weymouth	1,040	2	9	110	0	0
Yarmouth	5,643	18	10½	941	15	0
Ragged Islands	774	8	0	135	10	0
Tusket	279	4	11	.....		
Shelburn	.....			70	5	0
Foreign countries.						
United States	40,235	9	1½	2,762	15	7
French colonies	3,770	4	6½	1,781	1	0
Dutch colonies	1,993	19	9	447	0	4
Danish colonies	5,510	14	11	287	4	0
Swedish colonies	1,488	0	10½	180	1	4
Portugal	190	6	7	.....		
Madeira	.....			986	0	0
Spanish colonies	.....			36	10	0
Total	186,373	0	9½	226,319	19	7

The foregoing exports are merely fictitious, as they comprise foreign articles which were reshipped again, and in order to arrive at the real exports the table below, of products *actually grown* and exported from this island, will give the following results:

640,300 gallons molasses, amounting to	£16,000
100,270 gallons rum	6,266
14,955 puncheons sugar	149,550
Total value of products grown and exported	171,816

Statement showing the number, tonnage, and crews of vessels entered at ports in the colony of Antigua, from each country, during the year 1862.

Countries whence arrived.	BRITISH.									FOREIGN.									TOTAL.								
	With cargoes.			In ballast.			Total.			With cargoes.			In ballast.			Total.			With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Europe.																											
Great Britain	34	8,486	350	4	778	36	38	9,264	386	...	...	...	...	...	...	...	...	...	34	8,486	350	4	778	36	38	9,264	386
Spain	1	333	14	1	216	10	2	549	24	...	...	...	...	...	...	...	...	...	1	333	14	1	216	10	2	549	24
Portugal	...	...	...	...	...	...	...	...	...	1	100	9	...	...	...	1	100	9	1	100	9	...	...	...	1	100	9
Africa.																											
Madeira	1	194	8	...	...	...	1	194	8	1	150	9	...	...	...	1	150	9	2	344	17	...	...	...	2	344	17
Cape de Verde	...	...	...	2	335	15	2	335	15	...	...	...	...	...	...	...	...	...	...	...	...	2	335	15	2	335	15
America.																											
British North America	42	3,009	201	...	...	...	42	3,009	201	...	...	...	...	...	...	...	...	...	42	3,009	201	...	...	...	42	3,009	201
British West Indies	250	7,771	1,158	38	980	171	288	8,751	1,329	5	61	23	...	...	...	5	61	23	255	7,832	1,181	38	980	171	293	3,812	1,352
United States	16	1,699	89	...	...	...	16	1,699	89	14	2,107	87	...	...	...	14	2,107	87	30	3,806	176	...	...	...	30	3,806	176
Foreign West Indies.																											
Swedish	14	366	57	3	145	15	17	511	72	2	31	9	...	...	...	2	31	9	16	397	66	3	145	15	19	542	81
Dutch	11	592	57	...	...	...	11	592	57	14	232	51	...	...	...	14	232	51	25	824	108	...	...	...	25	824	108
Danish	25	726	110	2	11	6	27	737	116	1	13	4	...	...	...	1	13	4	26	739	114	2	11	6	28	750	120
French	24	988	102	11	2,152	96	35	3,140	198	20	212	78	3	23	10	23	235	88	44	1,200	180	14	2,175	106	56	3,375	286
Total	418	24,164	2,146	61	4,617	349	479	28,781	2,495	58	2,906	270	3	23	10	61	2,929	280	476	27,070	2,416	64	4,640	359	540	26,710	2,775

Statement showing the number, tonnage, and crews of vessels cleared at ports in the colony of Antigua, to each country, during the year 1862.

Countries to which departed.	BRITISH.									FOREIGN.									TOTAL.								
	With cargoes.			In ballast.			Total.			With cargoes.			In ballast.			Total.			With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Europe.																											
Great Britain	54	12,386	551	....	....	....	54	12,386	551	....	....	....	....	....	....	....	....	....	54	12,386	551	....	....	....	54	12,386	551
Africa.																											
Madeira	....	....	....	....	....	....	....	....	....	1	100	11	....	....	....	1	100	11	1	100	11	....	....	....	1	100	11
America.																											
British North America	29	2,031	141	4	230	18	33	2,261	159	....	....	....	....	....	....	....	....	....	29	2,031	141	4	230	18	33	2,261	159
British West Indies	159	5,160	740	139	3,338	603	298	8,498	1,343	4	79	15	3	27	10	7	106	25	163	5,239	755	142	3,365	613	305	8,604	1,368
United States	6	553	30	....	....	....	6	553	30	3	380	18	1	113	5	4	493	23	9	933	48	1	113	5	10	1,046	53
Foreign West Indies.																											
Swedish	11	228	39	6	354	35	17	582	74	2	34	11	3	267	20	5	301	31	13	262	50	9	621	55	22	883	105
Dutch	16	684	77	10	421	40	26	1,105	117	8	353	34	4	28	12	12	381	46	24	1,037	111	14	449	52	38	1,486	163
Danish	14	732	74	11	519	53	25	1,251	127	2	372	16	....	....	....	2	372	16	16	1,104	90	11	519	53	27	1,623	143
French	15	230	54	7	90	24	22	320	78	14	202	59	8	218	27	22	420	86	29	432	113	15	308	51	44	740	164
Spanish	3	173	17	1	54	4	4	227	21	1	200	7	1	149	6	2	349	13	4	373	24	2	203	10	6	576	34
Total	307	22,177	1,723	178	5,006	777	485	27,183	2,500	35	1,720	171	20	802	80	55	2,522	251	342	23,897	1,894	198	5,808	857	540	29,705	2,751

Statement showing the number, tonnage, and crews of vessels of each nation entered and cleared at ports in the colony of Antigua during the year 1862.

ENTERED.

Nationality of vessels.	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	419	24,164	2,146	61	4,617	349	479	28,781	2,495
American	13	2,059	81	.....	.....	.....	13	2,059	81
French	28	268	102	3	23	10	31	291	112
Dutch	7	177	30	.....	.....	.....	7	177	30
Portuguese	2	250	18	.....	.....	.....	2	250	18
Swedish	8	152	39	.....	.....	.....	8	152	39
Total	477	27,070	2,416	64	4,640	359	540	3,710	2,775

CLEARED.

British	307	22,177	1,723	178	5,006	777	485	27,183	2,500
American	8	1,227	53	4	631	25	12	1,858	78
French	17	212	68	11	110	34	28	322	102
Dutch	5	94	21	1	5	2	6	99	23
Portuguese	1	100	11	.....	.....	.....	1	100	11
Swedish	4	87	18	4	56	19	8	143	37
Total	342	23,897	1,894	198	5,808	857	540	29,705	2,751

JANUARY 8, 1864.

I am just returning from Montserat, a neighboring island about four hours sail from this place, and a district of Antigua, where I went as an invited guest with the governor of this place, who made an official visit for three days to his district.

The following branches of industry attracted my attention:

1st. Large tracts of land with lime trees on the same, yielding limes in such quantities that a factory for "citricacid" has been established; which, however, being yet in its infancy, a fine field for industry could be found.

2d. A crater discharging a hot boiling sulphuric water, and the same being surrounded by the most romantic scenery, a sulphuric bathing place could be established, I think, with success.

As I have said, I stopped only for three days at the place, and therefore I am unable to give more particulars. Should you, however, find it worth while to draw the attention of Americans to the above, I shall be most happy to meet your orders.

JANUARY 8, 1864.

A tonnage law existed in this island, according to which any vessel discharging cargo had to pay 40 cents per ton of its measurement, *no matter whether a single package or the whole cargo was discharged.*

The consequence of the system was that only very small crafts reached this place.

The legislature now, in order to induce larger vessels to come, passed recently an act stating that the tonnage duty will hence be paid *only in proportion to the cargo discharged.* so as to enable any large ship to discharge as many packages as she pleases, and take the balance of her cargo to any other desirable port.

The act is not published yet, but I hasten to remit the tariff which will have

to be paid on partial cargoes so discharged, designated in the act as "package duty."

Vessels discharging the *whole* cargo will pay, as usual, 40 cents per ton.

Package duty.—Antigua, Jan. 8, 1864.

	s.	d.
For every hhd. of 32-inch truss and upwards, butt, or pipe or cask of equal size	1	4
For every tierce or puncheon or cask of equal size	0	10
For every half butt, half pipe, or hhd. of 50 gallons and upwards, or cask of equal size	0	5
For every bbl. or cask of equal size	0	2½
For every box of fish of 100 lbs. and proportional parts thereof	0	2½
For every 1,000 feet lumber	1	4
For every 1,000 shingles	0	4
For every 1,000 staves	1	6
For every 1,000 wood hoops	0	8
For every 1,000 feet hard wood	4	2
For every 1,000 bricks or tiles	2	0
Shooks	0	2
Ton coals, in bulk	2	0
14 bushels beans, or peas or corn or grain, being in packages, other than those hereinbefore enumerated	0	10
100 cocoanuts	0	2
Horse, mule, or horned cattle	1	6
Pig, or sheep, each	0	6
Separate packages, or articles in bulk not otherwise described, not exceeding one cubic foot	0	1
Each separate package or article, not otherwise described and exceeding one cubic foot, at the rate for each cubic foot thereof	0	1
In all portions of cargo laden in bulk in proportion to the number of barrels in which such proportion of cargo would represent, per barrel	0	2

DEMERARA—A. DUFF, *Vice-Consul.*

OCTOBER 2, 1863.

I beg to bring to your notice, that during the past quarter there were arrivals at this port of twenty-three vessels from the United States, only four of which sailed under the United States flag.

CALCUTTA—N. P. JACOBS, *Consul General.*

SEPTEMBER 10, 1863.

In pursuance of instructions contained in circular on the 9th April last, I addressed a communication to the government of India "as to the procurement duty free" from the public warehouses of supplies by vessels belonging to the government of the United States. In response thereto I respectfully enclose No. 369, recently received from the foreign department, government British India, under date of the 19th August, 1863.

No. 369.

FORT WILLIAM, *August* 19, 1863.

SIR: In reply to your letter dated 9th April last, requesting to be informed whether the privilege of buying supplies duty free may be granted to American vessels-of-war visiting any Indian port, I am directed by the president in council to inform you that the point is one on which the action of the government must be entirely guided by that of her Majesty's government at home, and that the question will be referred to England for their instructions.

I have the honor to be, sir, your most obedient servant,

E. W. SEYLEY,
Officiating Secretary to the Government of India.

The CONSUL GENERAL *of the United States.*

SEPTEMBER 30, 1863.

In compliance with instructions from the department, herewith is respectfully submitted a statement of the commercial relations and regulations of the port of Calcutta for the years 1861–'62, and 1862–'63, compiled from the records of the consulate, governmental reports and individual publications. The official year in India closing on the 30th April, the statement can, in part, only be brought up to the 30th September of the present year. From it will appear that during the time referred to, a progressive increase, both of exports and imports to and from the different countries of the globe, has occurred, with the exception of the United States.

The financial changes and revulsions attendant upon and consequent of the rebellion there have had a correlative effect on business operations here. Orders and credits having been withdrawn or withheld, purchases and shipments to a corresponding extent have decreased.

An unexpected phase of the rebellion, and one the most materially affecting our commerce, has been the appearance of piratical steamers on the high seas. Several of our vessels with valuable cargoes, engaged in the India trade, have been captured and destroyed by these freebooters. Merchants and ship-owners are thus compelled to relinquish a business, the persisting in which would be certain ruin.

Freights, for the same reason, have declined to rates nearly nominal. Heretofore, to the different ports of Asia, Australia, England, and the continent, American vessels, from the superior skill and energy of their masters, and the comparative quickness of their voyages, have had the preference. But now there are a number in port unengaged, and charters with great difficulty, if at all, will be concluded for them.

Freights for the past year, per ton weight of 2,240 pounds, or fifty cubic feet measurement, have ranged from £4 10*s.* to £3 10*s.* to Great Britain and the continent. To the United States, from $25 to $17 per ton.

American pork, beef, flour, and other provisions sell slowly, and only in small quantities, in this market; for India, like our own country, produces more food than its inhabitants can consume.

Naval stores now come from the north of Europe, being, with drills and heavy sheeting, too scarce and valuable in the United States for exportation. Plug tobacco is still imported, but, from poorness in quality and enhanced price, in comparatively small quantity.

Kerosene oil has recently been introduced, and, as there are no religious scruples interfering with its use, will gradually make its way into general favor.

Pine masts, spars, and bourds, with mahogany, ice, and copper, yet compose the majority of our imports.

The value of our exports is largely in excess, and the balance is paid by bill of exchange on London; those at sight bearing a premium of half penny to the rupee, of ten to the pound sterling.

The few American residents in Calcutta are engaged as shipping merchants, as the successful prosecution of the business requires but little outlay of private capital, so that there is but a trifling amount permanently invested here. Security upon the seas and peace at home will at once increase the value of our commerce with India.

The admirable commercial position of Calcutta is well known; situated on the Hooghly, a broad and deep river, one hundred miles from its entrance into the Bay of Bengal, it is the only outlet, and commands the trade of the vast region of country drained by the Ganges and the Brahmapootra and their numerous branches, an area of the greatest fertility of soil, and most densely populated with a pacific and industrious people.

But whilst the advantage derived from this position has already placed Calcutta among the principal exporting cities of the globe, these are now being neutralized by the operation of natural causes; the effects of which have too long been unheeded by the authorities. Immense quantities of silt, brought down in solution with the current from the alluvial soil through which it flows, are gradually being deposited in the great stream which connects this city with the ocean, rendering its navigation difficult and even dangerous. Movable masses of this silt, affected by the tides, will in a few hours form rifts and bars in channels previously unobstructed. During the present season a number of British and American vessels have struck on these impediments, resulting, as to some of the first, in a total loss of hull and cargo. The Americans fortunately escaped, but so badly damaged as to be compelled to return, discharge and repair at a most ruinous expense.

For nearly two hundred years have Calcutta and the Hooghly been a British city and river, and yet, to this day, there is neither a wharf nor quay, nor a slip, on either of its banks. At low water the passenger and his baggage are still borne on a hand-barrow by coolies through the mud to the shore, and cargoes must even now be discharged into boats, thence on coolies' heads through the same mud and up the steep banks; the vessels being moored to barges in the stream some distance from the shore.

The absence of wharves and quays renders the discharge and landing of a cargo tedious and expensive, and added to the port, towing and other incidental charges peculiar to Calcutta, swells the aggregate of a vessel's expenditures to a frightful sum.

A table of the port charges, and also those for a vessel of one thousand tons burden, is appended.

India at this moment enjoys a greater degree of prosperity, perhaps, than it has ever before known. Six years of peaceful toil have effaced all vestiges of the rebellion of 1857; the different petty states and quasi sovereignties being gradually annexed and absorbed, and their inhabitants brought more directly under the influence and protection of British law. As both life and property have thereby been rendered more secure, greater attention has been bestowed upon the cultivation of the soil, and to the production of various useful manufactures. This is the cause of the great and progressive increase of the products and exports of the country. The tenure of landed property, it is true, is yet most uncertain and vexatious; arising, as I understand, from the conflicting character of Hindostanee, Mohammedan, English, and possibly some other laws and customs, each of which, by the courts, is allowed to act conclusively upon their several nationalities; but an enlightened government cannot long permit the existence of such an absurdity. This alone opposes the rapid and

magnificent development of the empire; for the government, with most intelligent forethought, has aided in the construction of long lines of railways and trunk roads which open the interior for thousands of miles to the great cities of the seaboard, and in the digging of canals for the purpose of navigation and irrigation; fostered the production of tea, cotton, coffee, cinchona, and other plants, the cultivation of which will essentially add to the wealth of the country and the profitable employment of its inhabitants.

Comparative statement showing the import and export trade of Calcutta with different countries, also the value and percentage of each, during the years 1861–'62 *and* 1862–'63.

Countries.	Import trade.				Export trade.			
	1861–'62.		1862–'63.		1861–'62.		1862–'63.	
	Value.	Percentage.	Value.	Percentage.	Value.	Percentage.	Value.	Percentage.
China	83,35,501	5.5	59,83,726	3.8	3,64,80,322	24.1	4,16,03,967	22.0
Singapore	88,37,805	5.9	90,82,403	5.2	77,22,927	5.1	91,86,834	4.7
Penang and Malacca	13,02,735	0.9	12,14,428	0.9	13,98,098	0.9	19,23,573	1.0
Java and Sumatra	.....	.....	.....	.....	2,15,416	0.2	2,82,152	0.1
Australia	78,60,111	5.3	1,49,51,175	9.0	15,43,665	1.0	14,54,236	0.8
Pegu	31,74,902	2.2	57,28,123	3.6	1,38,60,205	9.1	1,26,94,893	6.7
Manilla	8,000	.....	.....	.....	.....	.....	.....	.....
Chittagony	.....	.....	5,487	.....	.....	.....	.....	.....
New Zealand	.....	.....	30,079	.....	.....	.....	.....	.....
Total	2,95,19,054	19.8	3,69,95,421	22.5	6,12,20,633	40.4	6,71,45,655	35.3
Africa.								
Mauritius	10,88,246	0.7	11,87,218	0.8	42,31,730	2.8	51,62,419	2.8
Bourbon	2,11,894	0.2	2,36,556	0.2	29,77,302	1.9	23,74,884	1.4
Mozambique and Zanzibar	80,231	.....	1,87,922	0.1	18,935	.....	900	.....
Cape and St. Helena	61,879	.....	4,37,976	0.3	10,71,743	0.7	3,76,318	0.2
Alexandria	.....	.....	.....	.....	480	.....	2,105	.....
Total	14,42,250	0.9	20,49,672	1.4	83,00,190	5.4	79,16,626	4.4
America.								
North America	6,26,459	0.5	5,43,880	0.4	72,06,427	4.7	66,03,973	3.5
South America	.....	.....	.....	.....	11,36,738	0.8	9,79,556	0.5
Total	6,26,459	0.5	5,43,880	0.4	83,43,165	5.5	75,83,529	4.0

Statement showing the imports from North America during the years 1861–'62 *and* 1862–'63, *giving the description, quantity, and value.*

Merchandise.	1861–'62.		1862–'63.	
	Quantity.	Value.	Quantity.	Value.
Books and pamphlets	.....	1,849	.....	1,180
Brimstone ... cwts.	.....	.....	600½	2,403
Earthenware	.....	.....	.....	112
Cheese ... lbs.	1,625	791	2,253	1,408
Cordage	.....	5,757	.....	5,662
Flour ... barrels.	308	6,450	253	6,325
Glass ware	.....	10,866	.....	12,271
Guns and pistols	.....	462	.....	250
Haberdashery and millinery	.....	1,205	.....	3,179
Hams ... lbs.	7,584	3,792	1,414	707
Hardware and cutlery	.....	2,250	.....	543
Ironmongery and machinery	.....	1,254	.....	768
Cider and perry	.....	32	.....	810
Medicines	.....	22,481	.....	19,217
Metals, copper ... cwts.	1,968½	1,08,082	2,037	1,11,997
Oilmen's stores and groceries	.....	6,448	.....	2,284
Piece goods, cotton ... pieces	200	54,929	.....	.....
Piece goods, cotton ... yards	282,079			
Pitch, tar, and rosin ... barrels.	3,488	39,479	240	2,258
Plate, jewelry, and watches	.....	1,001	.....	1,400
Provisions	.....	12,772	.....	26,534
Perfumery and soap	.....	1,531	.....	1,258
Paints of various kinds	.....	3,749	.....	2,400
Saddlery and whips	.....	23	.....	590
Sperm lights ... lbs.	5,380	2,690	.....	.....
Stationery and cards	.....	.....	.....	22
Salt ... India maunds.	.....	.....	2,700	1,350
Tobacco ... cwts.	1,006½	1,09,487	795	95,588
Wines	.....	54	.....	416
Spirits	.....	822	.....	300
Tin plates ... boxes.	.....	.....	500	7,000
Wood ... mahogany	.....	.....	.....	31,507
Wood ... spars, planks, &c.	.....	1,25,780	.....	1,16,072
All other articles	.....	1,02,423	.....	88,069
Total in rupees	.....	6,26,459 5,43,880	.....	5,43,880
* Decrease in 1862–'63	.....	82,579	.....	.....

* A decrease on merchandise imported of $42,289 50, chiefly on cotton piece goods, pitch, tar and rosin, tobacco, wood, spars, &c., and all other articles. Treasure, none imported.

Statement showing the exports to North America during the years 1861–'62 *and* 1862–'63, *giving the description, quantity, and value.*

Merchandise.	1861–'62.		1862–'63.	
	Quantity.	Value.	Quantity.	Value.
Cotton piece goods.....pieces.	.....	.....	216	96
Cotton mixed goods.....do...	40	480	.....	.....
Silk piece goods.....do...	100	575	.....	.....
Shawls.....do...	9	967	221	14,467
Indigo.....India maunds.	1,866¾	2,96,491	1,638¼	2,70,869
Sugar.....cwts...	.....	.....	12,625½	2,02,152
Silk, (raw).....do...	6¼	4,306	.....	.....
Saltpetre.....India maunds.	201,947¾	20,19,479	227,750¾	22,77,507
Rice.....do...	122,301¾	3,79,969	60,247¼	1,81,736
Paddy.....do...	10	10	.....	.....
Cotton, (raw).....cwts..	.....	.....	317	11,695
Caoutchouc.....do...	.....	.....	830¼	16,467
Castor oil.....do...	3,393	40,722	6,996½	83,955
Ginger.....do...	760½	5,178	2,116½	16,284
Gunnies.....number.	4,537,378	5,06,898	3,879,261	4,85,936
Gunny cloth.....do...	261,774	8,50,298	100,468	2,62,781
Hides and skins.....do...	818,730	11,11,944	1,097,487	11,66,788
Hemp twine.....cwts..	267½	4,816	105¼	1,900
Jute.....do...	41,981	1,57,160	18,950½	70,750
Jute cuttings.....do...	.....	.....	1,338¾	3,000
Lac dye.....do...	1,588¼	66,682	2,045	85,900
Lac (shell).....do...	4,034	1,69,166	4,738¾	1,97,204
Lac (stick).....do...	.....	.....	37	778
Linseed.....do...	357,559½	14,78,508	290,218¼	11,99,756
Provisions.....	.....	5,941	.....	4,668
Cigars.....	.....	.....	.....	1,225
Tobacco, (prepared).....India maunds.	279½	34,150	.....	.....
Silk chussum.....cwts..	39¼	2,686	.....	.....
RE-EXPORTS.				
Cotton piece goods, British.....pieces.	.....	.....	500	1,163
Cardamoms.....cwts..	.....	.....	7¾	1,109
Cutch.....do...	3,606¾	34,267	2,150¾	20,436
Ratans.....do...	57¼	401	96½	701
Sandal wood.....do...	752	2,257	281¾	1,146
Senna leaf.....do...	.....	.....	23¾	143
Tea.....boxes.	34	2,863	.....	.....
All other exports and re-exports.....	.....	30,213	.....	22,891
Total.....	.....	72,06,427	.....	66,03,973
		66,03,973		
*Decrease in 1862–'63.....	.....	602,454	.....	.....

*A decrease on merchandise exported of $301,227, chiefly on rice, gunnies, gunny cloth, jute, linseed, and tobacco, (prepared.) Treasure, none exported.

Statement showing the number of American vessels in ballast and with cargoes that entered the port of Calcutta from May 1, 1862, *to April* 30, 1863.

In ballast, 36; with cargoes, 61; total, 97.

Description of cargoes.	Quantity.
Salt, tons	27,749
Salt, maunds	74,013
Coal, tons	8,244
Ice, tons	4,156
Pitch, barrels	50
Oil, cases	200
Tar, barrels	104
Tobacco, boxes	197
Tobacco, cases	252
Tobacco, packages	163
Clocks, cases	240
Clocks, boxes	84
Flour, barrels	100
Mahogany, logs	285
Spars, pieces	1,445
Boards and planks, pieces	38,315
Timber, tons	2,194
Coke, tons	435
Oars, pieces	504
Copper, tons	56
Copper, casks	194
Lumber, feet	312,000
Iron, tons	20
Castor seed, bags	14,050
Coir, bundles	490
Beef and pork, barrels	88
Chairs, cases	43
Soap, boxes	854
Hams, tierces	10
Deals, standards	85
Goods, tons	10
Masts, pieces	35
Cocoanut yarn, tons	100
Brimstone, casks	55

Statement showing the number of American vessels in ballast and with cargoes that entered the port of Calcutta from May 1 *to September* 30, 1863.

In ballast, 20; with cargoes, 22; total, 42.

Description of cargo.	Quantity.
Salt, tons	11,552
Coal, tons	5,601
Ice, tons	1,907
Gum, Damar, cases	100
Teak timber, tons	139
Lumber, pieces	4,000
Hemp, bales	90
Flour, barrels	200
Merchandise, cases	3

Comparative statement, showing the import and export tonnage of Calcutta during the years 1861–'62 *and* 1862–'63.

IMPORTS.

Foreign imports.	1861–'62.		1862–'63.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Total British and foreign	907	602,291	1,000	700,119
Including from North America and United States	28	19,788	20	14,913

EXPORTS.

Foreign exports.	1861–'62.		1862–'63.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Total British and foreign	989	653,758	1,043	708,656
Including from North America and the United States	37	32,408	34	26,842

Statement showing the description and quantity of the exports from Calcutta to the United States during the year ended December 31, 1862, *and the first three quarters of the year* 1863.

Exports to the United States.	Year and quarters.			
	Year ended December 31, 1862.	Quarter ended March 31, 1863.	Quarter ended June 30, 1863.	Quarter ended September 30, 1863.
Saltpetre ... bags	111,470	16,195	26,159	3,094
Linseed ... do	267,389	68,022	87,199	11,143
Linseed ... packages	59,043	16,200	29,020	5,000
Indigo ... chests	468	317	107	.....
Lac dye ... cases	1,435	144	285	142
Twine ... bundles	859	.....	.....	.....
Shellac ... cases	2,816	847	1,159	294
Goatskins ... pieces	697,507	253,500	411,686	117,000
Cow hide ... do	271,300	17,455	24,100	9,060
Buffalo hides ... do	189,437	39,495	71,414	10,150
Gunny cloth ... do	229,870	600	15,360	4,044
Gunny bags ... do	3,401,750	1,657,950	1,737,750	133,750
Castor oil ... cases	4,125	1,300	2,000	.....
Ginger ... pounds	178,707	76,932	.....	135,912
Sugar ... bags	9,000	10,920	8,064	.....
Sheepskins ... pieces	9,100	13,628	17,500	.....
Jute ... bales	14,635	3,723	8,840	.....
Cutch ... bags	5,640	1,032	2,481	.....
Rice ... do	38,439	28,807	8,767	.....
Cotton ... bales	19	50	278	.....
Coir matting ... packages	1,059	.....	725	.....
Assafœtida ... cases	10	10	20	.....

Comparative statement showing the imports to Bengal from different countries during the years 1861, 1862, *and* 1863.

From what countries.	1861–'62.			1862–'63.		
	Merchand'e.	Treasure.	Total.	Merchand'e.	Treasure.	Total.
Great Britain	8,93,23,038	1,60,76,952	10,53,99,990	9,01,68 161	1,00,09,277	10.01,77,438
France	18,30,981	17,47,514	35,78,495	20,78,708	1,11,66,659	1,32,45.367
North America	6,26,459	.....	6,26,459	5,43,880	.....	5,43,880
Madras coast	16,24,493	17,22.939	33,47,432	30,08,195	6,90,240	36,98,435
Ceylon	2,25,083	4,00,290	6,25,372	1,48,578	5,06,950	6.55,528
Maldives and Laccadives	1,97,637	.....	1,97,637	1,42,049	.....	1,42.049
Malabar coast	28,89,999	6,90,600	35,80,599	30,10,106	2,47,700	32,57,806
Arabian and Persian gulfs	5,61,705	1,67,871	7,29,576	4,54,971	1,39,481	5,94,452
Singapore	28,71,084	59,66,721	88,37,805	27,30,277	63,52,126	90,82,403
Penang and Malacca	12,29,306	73,429	13,02,735	11,68,459	45,969	12,14,428
China	15,51,166	67,84,335	83.35,501	18,71,691	41,12,035	59,83,726
Australia	10,82,380	67,77,731	78,60,111	15,24,586	1,34,26,589	1,49.51,175
Pegu	24 39,404	7,35,498	31,74,902	50,69,773	6,58,350	57,28,123
Mauritius	19,046	10,69,200	10.88,246	18,295	11,68,923	11,87,218
Bourbon	5,569	2,06,325	2,11,894	26,256	2,10,300	2,36.556
Cape and St. Helena	58,354	3,525	61,879	57,156	3,80,820	1,37,976
Mozambique and Zanzibar	79,831	400	80,231	1,87,922	.....	1,87,922
Manila	8,000	.....	8,000	.....	.....	.....
Hamburg	2,12,896	.....	2,12,896	2,07,816	.....	2,07,816
Genoa	20,631	.....	20,631	33,421	.....	33,421
Cadiz	10,452	.....	10,452	18,387	.....	18,387
New Zealand	.....	.....	.....	30,079	.....	30,079
Malta	2,57,095	.....	2,57,095	2,33,068	.....	2,33,068
Antwerp	93,979	.....	93,979	.....	.....	.....
Trieste	5,304	.....	5,304	11,808	.....	11,808
Gibraltar	.....	.....	.....	130	.....	130
Chittagong	.....	.....	.....	5,487	.....	5,487
Total in company rupees	10,72,23,892	4,24,23,330	14,96,47,222	11,27,49,259	4,91,15,419	16,18,64,678
Total in dollars	53,611,946	21,211,665	74,823,611	56,374,629½	24,557,709½	80,932,339

Comparative statement showing the exports from Bengal to different countries during the years 1861–'62 *and* 1862–'63.

To what countries.	1861–'62.			1862–'62.		
	Merchand'e.	Treasure.	Total.	Merchand'e.	Treasure.	Total.
Great Britain	4,61,41,146	4,095	4,61,45,241	6,82,11,719	218	6,82,11,937
France	57,54,375	.....	57,54,375	55,01,762	.....	55.01,762
North America	72,06,427	.....	72,06,427	66,03,973	.....	66,03,973
Madras coast	44,03,119	9,32,993	53,36,112	67,86,582	33,47,314	1,01.33,896
Ceylon	27,40,695	13,50,000	40,90,695	38,43,265	40,01,605	78,44,870
Maldives and Laccadives	76,708	.....	76,708	77.244	.....	77,244
Malabar coast	93,70,533	5,300	93,75,833	1,26,73,618	4,825	1,26,78,443
Arabian and Persian gulfs	16,00,966	.....	16,00,966	12,69,787	.....	12.69,787
Singapore	76,52,885	70,042	77,22,927	89,35,464	2,51,370	91,86.834
Penang and Malacca	12,83,348	1,14,750	13,98,098	16,85 494	2,38,079	19,23,573
China	3,64,80,322	.....	3,64,80,322	4,16.03,967	.....	4,16,03,967
Australia	15,43,665	.....	15,43,665	14.54,236	.....	14,54.236
Java and Sumatra	2,15,416	.....	2,15.416	2,82,152	.....	2.82,152
Pegu	67,78,889	70,81,316	1,38.60,205	82,51,083	44,43,810	1,26,94.893
Mauritius	42,31,730	.....	42,31,730	51,62,419	.....	51.62.419
Bourbon	29,77,302	.....	29,77,302	23,74,884	.....	23,74,884
Cape and St. Helena	10,71,743	.....	10,71,743	3,76,318	.....	3.76.318
Hamburg	13,09,569	.....	13,09,569	10,42,183	.....	10,42,183
Trinidad and Barbadoes	63,279	.....	63,279	36,306	.....	36,306
Genoa	150	.....	150	.....	.....	.....
Antwerp	.....	.....	.....	21,507	.....	21,507
Trieste	643	.....	643	420	.....	420
Malta	10,364	.....	10,364	.....	.....	.....
South America	10,73,459	.....	10,73,459	9,43,250	.....	9,43,250
Gibraltar	1,75,648	.....	1,75,648	.....	.....	.....
Mozambique and Zanzibar	18,935	.....	18,935	900	.....	900
Alexandria	480	.....	480	2,105	.....	2,105
Total in company rupees	14,21,81,796	95,58 496	15,17,40,292	17,71,40,638	1,22,87,221	18,94,27,859
Total in dollars	71,090,898	4,779,248	75,870,146	88,570,319	6,143,610½	94,713,929½

Comparative statement showing the proportion of the external commerce of Bengal accrued to each country or state during the years 1861–'62 *and* 1862–'63.

Countries.	Import trade.				Export trade.			
	1861–'62.		1862–'63.		1861–'62.		1862–'63.	
	Value.	Percentage.	Value.	Percentage.	Value.	Percentage.	Value.	Percentage.
Europe.								
United Kingdom	10,53,99,990	70. 4	10,01,77,438	61. 9	4,61,45,241	30. 4	6,82,11,937	36. 0
France	35,78,495	2. 4	1,32,45,367	8. 2	57,54,375	3. 8	55,01,762	3. 0
Hamburg	2,12,896	0. 2	2,07,816	0. 1	13,09,569	0. 9	10,42,183	0. 5
Trieste	5,304	.....	11,808	.....	643	.....	420	.....
Antwerp	93,979	.....	.....	.....	.....	.....	21,507	.....
Genoa	20,631	.....	33,421	.....	150	.....	.....	.....
Malta	2,57,095	0. 2	2,33,068	0. 2	10,364	.....	.....	.....
Gibraltar	.....	.....	130	.....	1,75,648	0. 1	.....	.....
Cadiz	10,452	.....	18,387	.....	.....	.....	.....	.....
Total	10,95,78,842	73. 2	11,39,27,435	70. 4	5,33,95,990	35. 2	7,47,77,809	39. 5
Asia.								
Coromandel coast	33,47,432	2. 2	36,98,435	2. 3	53,36,112	3. 5	1,01,33,896	5. 3
Ceylon coast	6,25,373	0. 4	6,55,528	0. 4	40,90,695	2. 7	78,44,870	4. 1
Coast of Malabar	35,80,599	2. 4	32,57,806	2. 1	93,75,833	6. 2	1,26,78,443	6. 7
Maldives and Laccadives	1,97,637	0. 1	1,42,049	0. 1	76,708	.....	77,244	.....
Arabian and Persian gulfs	7,29,576	0. 5	5,94,452	0. 4	16,00,966	1. 1	12,69,787	0. 7
Total	84,80,617	5. 6	83,48,270	5. 3	2,04,80,314	13. 5	3,20,04,240	16. 8

Statement showing the exports from Calcutta during 1861–'62 *and* 1862–'63.

Merchandise.	1861–'62.		1862–'63.		Results.	
	Quantity.	Value.	Quantity.	Value.	Increase.	Decrease.
Cotton piece goods .....pieces.	59,569	1,07,645	25,030	56,953	.....	50,692
Mixed piece goods .....do..	24,332	1,04,182	31,131	1,14,439	10,257	.....
Silk piece goods .....do..	563,152	34,17,297	617,918	37,78,471	3,61,174	.....
Country woollens .....do..	22,671	5,01,667	21,253	6,55,484	1,53,817	.....
Indigo.....India maunds.	68,343¾	1,09,23,260	98,528¼	1,55,96,345	46,73,085	.....
Opium.....chests.	26,543	4,22,94,064	32,555	4,60,64,007	37,69,943	.....
Saltpetre .....India maunds.	799,101¾	79,06,782	852,622¼	83,80,503	4,73,721	.....
Sugar .....cwts.	630,814	81,34,024	406,918¼	60,74,947	.....	20,59,077
Raw cotton .....do..	56,255¼	11,31,249	396,830¼	1,54,54,941	1,43,23,692	.....
Raw silk .....do..	10,232¼	72,83,270	11,416	87,91,693	15,08,423	.....
Silk chussum .....do..	5,142	1,72,532	3,313¾	1,29,641	.....	42,891
Rice.....India maunds.	9,256,305¼	2,23,24,354	11,131,695¼	2,41,63,805	18,39,451	.....
Wheat .....do..	385,247	9,68,952	363,117	8,61,853	.....	1,07,099
Grain .....do..	284,161	5,96,678	304,301	6,32,169	35,491	.....
Dholl and peas .....do..	190,311¾	3,95,645	131,600¼	2,59,216	.....	1,36,429
Oats .....do..	68,839¼	1,32,734	127,657¼	2,27,695	94,961	.....
Paddy (rice unshucked).....do..	15,455¼	13,344	2,711	2,817	.....	10,527
Bran .....cwts.	2,586	3,927	929¼	1,387	.....	2,540
Barley .....India maunds.	75	112	1,348¼	2,051	1,939	.....
Arrowroot .....cwts.	579¾	10,607	70¼	2,026	.....	8,581
Borax and tincal.....do..	7,512¾	1,17,168	6,091¾	1,09,297	.....	7,871
Caoutchouc .....do..	1,066¼	21,333	5,463¼	1,40,690	1,19,357	.....
Canvas .....bolts.	823	9,690	434	4,300	.....	5,390
Castor oil .....cwts.	28,016¼	3,36,526	60,544¾	7,26,408	3,89,882	.....
Elephants' teeth .....do..	70¼	9,975	25¼	8,325	.....	1,650
Glue .....do..	1,664¾	45,636	3,492¼	86,200	40,564	.....
Ginger .....do..	1,299	9,296	4,884¾	34,335	25,039	.....
Gunny bags.....no.	19,877,555	35,88,030	21,870,756	37,20,707	1,32,677	.....
Gunny cloth .....pieces.	265,352	8,58,501	105,908	2,81,477	.....	5,77,024

Statement showing the exports from Calcutta, &c.—Continued.

Merchandise.	1861-'62.		1862-'63.		Results.	
	Quantity.	Value.	Quantity.	Value.	Increase.	Decre
Hemp .....cwts.	1,032¾	8,120	3,010½	26,686	18,566	.....
Hemp twine.....do..	11,139¾	1,66,522	12,299	1,49,178	.....	17
Hides of all sorts .....no.	4,588,313	64,33,016	5,079,043	71,53,384	7,20,368	.....
Horn tips .....cwts.	5,384¾	53,440	6,147	63,271	9,831	.....
Jute .....do..	1,167,041	43,69,428	1,196,818	44,68,490	99,062	.....
Jute cuttings .....do..	.....	.....	14,682	42,085	42,085	.....
Lac, dye .....do..	12,382	5,19,995	12,882¾	5,40,713	20,718	.....
shell .....do..	47,158½	19,74,269	41,707¼	17,24,543	.....	2,4
seed .....do..	160	1,971	769	12,072	10,101	.....
stick .....do..	812½	18,353	84½	2,098	.....	1
cake .....do..	.....	.....	1,000	585	585	.....
Linseed	1,201,490½	49,53,027	2,087,276½	86,07,023	36,53,996	.....
Molasses .....cwts.	27,965¾	53,974	33,694¼	76,689	22,715	.....
Munjeet .....do..	4,864½	34,650	992¾	9,674	.....	2
Mustard seed .....do..	3,396	14,011	251,929½	10,38,084	10,24,073	.....
Mustard oil .....do..	3,070	38,553	1,852	22,722	.....	1
Poppy seed .....do..	33,042½	1,36,805	62,859¼	2,59,673	1,22,868	.....
Provisions and hog's lard....do..	.....	5,65,504	.....	5,63,670	.....	1
Putchuck .....do..	1,775¼	24,940	765¾	10,727	.....	14
Rum, Bengal .....galls.	89,745	45,953	22,243	11,303	.....	34
Safflower .....cwts.	13,216¾	5,27,774	6,674	6,66,827	1,39,053	.....
Sal ammonia .....do..	.....	.....	24¾	553	553	.....
Cigars .....no.	.....	26,053	.....	31,155	5,102	.....
Soap.....cwts.	3,852¼	31,946	2,426¾	19,883	.....	1
Tallow .....do..	5,791	92,661	1,988	30,719	.....	61
Teel seed .....do..	11,774¼	48,654	46,503¾	1,95,307	1,46,653	.....
Teel seed oil .....do..	32¼	418	101¾	1,188	770	.....
Tobacco, leaf.....India maunds.	16,219	1,81,492	13,196	1,32,474	.....	4
Tobacco, prepared.....do..	3,115¼	1,12,398	2,584½	48,554	.....	6
Turmeric .....cwts.	12,227¼	36,699	3,318¼	8,910	.....	27
All other exports	.....	7,99,587	.....	35,34,340	27,34,753	.....
Total exports, company rupees.	.....	13,26,88,693	.....	16,58,14,762	3,67,25,325	35,99
Total exports, in dollars.....	.....	66,344,346½	.....	82,907,381	18,362,662½	1,799

The following act received the assent of his excellency the gover general of India on the 23d of April, 1862:

SCHEDULE A.

Rates of duty to be charged on the following goods imported by sea into a port of India not being a free port.

1. Bullion and coin, free.
2. Precious stones and pearls, free.
3. Grain and pulse, free.
4. Horses and other living animals, free.
5. Ice, free.
6. Coal, coke, bricks, chalk, and stones, free.
7. Cotton wool, free.
8. Wool, free.
9. Flax, free.
10. Hemp, free.
11. Jute, free.
12. Hides and skins, (raw,) free.
13. Books, free.
14. Papers, free.
15. Maps, prints, music, and works of art, free.
16. Seeds, when imported by any public society for gratuitous distributi free.
17. Agricultural implements, free.

18. Machinery of all kinds, free; and the collector of customs, subject to the general order of the government of India, shall decide what articles come within the definition of machinery, and such decision shall be final in law.

19. Military and other regulation uniforms and accoutrements when imported for private use by persons in the public service, free.

20. Guano and manures of all kinds, free.

21. Porter, ale, beer, cider, and other similar fermented liquors, 2 annas the imperial gallon.

22. Wines and liquors, 2 rupees the imperial gallon, except light wines of value not exceeding 12 rupees per dozen, which shall pay 1 rupee the imperial gallon.

23. Spirits, 3 rupees the imperial gallon, and the duty to be ratably increased as the strength exceeds London proof.

24. Bottles, free.

25. Tobacco unmanufactured, 20 per cent. *ad valorem.*

26. Tobacco, manufactured, 20 per cent. *ad valorem.*

27. Piece goods, 5 per cent. *ad valorem.*

28. Twist, 3½ per cent. *ad valorem.*

29. All articles not included in the above enumeration, 10 per cent. *ad valorem.*

Schedule B.

Rates of duty to be charged upon goods exported by sea from any port in India not being a free port.

1. Bullion and coin, free.
2. Precious stones and pearls, free.
3. Horses and other living animals, free.
4. Sugar and rum, free.
5. Spirits, free.
6. Tobacco and all preparations thereof, free.
7. Tea, free.
8. Coffee, free.
9. Raw silk and silk chussum, free.
10. Cotton wool, free.
11. Wool, free.
12. Flax, free.
13. Hemp, free.
14. Jute, free.
15. Hides and skins, (raw,) free.
16. Books, free.
17. Maps, prints, and works of art, free.
18. Teak timber, free.
19. Coals, free.
20. Iron, free.
21. Grain and pulse of all sorts, 2 annas the India maund.
22. Saltpetre, 2 rupees the India maund.
23. Indigo, 3 rupees the Indian maund.
24. Lac dye and shellac, 4 per cent. *ad valorem.*
25. All country articles not enumerated or named above, 3 per cent. *ad valorem.*

Charges on vessels of 1,000 *tons.*

INWARD BOUND.

	Rupees.	Annas.				
Pilotage on 17 to 18 feet draught	370	0	0			
Less on steamers	92	8	0			
				277	8	0
Light duty, 2 annas per ton	125	0	0			
Buoy duty, ¾ anna per ton	46	14	0			
Moyapore magazine duty, ¼ anna	15	10	0			
Marine registry	62	8	0			
Steam hires, three days	1,050	0	0			
				1,577	8	0
In port 60 days—						
Transporting into moorings	25	0	0			
Hauling out	26	0	0			
Use of moorings, say 40 days	360	0	0			
Wages and provisions, 60 rupees per day	3,600	0	0			
Interest on capital at 5 per cent. for 60 days	1,666	0	0			
Insurance on river risk, ½ per cent	166	0	0			
Depreciation for wear and tear at 10 per cent. per annum	3,322	0	0			
				9,165	0	0

OUTWARD BOUND.

Pilotage, 20 feet draught	600	0	0			
Less for steamers	150	0	0			
				450	0	0
Steam hire for 3½ days	1,225	0	0			
Steam hire to return	200	0	0			
				1,425	0	0
Total charges borne by the ship, and charges borne by the cargoes				12,617	0	0
Landing charges on discharging, say, 1,250 tons of cargoes, at 2 rupees per ton	2,500	0	0			
Shipping charges on shipping, say 1,250 tons of cargoes, at 1½ rupees per ton	1,875	0	0			
Total charges borne by the cargoes				4,375	0	0
Total charges on a ship of 1,000 tons				16,992	8	0
Total charges per ton register				16	15	10

Tonnage schedule for the port of Calcutta.

Articles.	Cwt. per ton, net.	Cubic feet per ton.
Aloes, in bags and boxes	20	.....
Alum.....do	20	.....
Aniseseed, in bags	8	.....
Arrowroot, in cases	.....	50
Assfœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Beeswax	20 cwt. gross	
Barilla	20	.....
Betel-nut	20	.....
Books	.....	50
Borax, or tincal	20	.....
Brimstone	20	.....
Bullion	at per cwt	.....
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do.... in boxes	.....	50
Cassia, in boxes	.....	50
Do.. in bags	12	.....
China root, in bags	10	.....
Do.... in boxes	.....	50
Chiretta	.....	50
Cigars	.....	50
Cloves, in bags	8	.....
Do...in boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do.. in casks	16	.....
Coral, rough	20	.....
Cotton, in bales, not to exceed 5 to the ton	.....	52
Cutch, in bags	18	.....
Kowries	20	.....
Munjeet	.....	50
Mother-of-pearls, in boxes	20	.....
Do.....in chests	20	.....
Mustard, or rape-seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
Oil, in casks	4 hhds.	.....
Opium	Per chest	.....
Paddy	16	.....
Peas	20	.....
Pepper, long	12	.....
Do.. black	14	.....
Planks and deals	.....	50
Poppy seed	20	.....
Putchuck	10	.....
Raw silk, in bales	10	.....
Ratans, for dunnage	20	.....
Redwood.....do	20	.....
Rhea, in bales, per ton of 5 bbls., not exceeding	.....	52
Rice	20	.....
Roping, in coils	.....	50
Do....in lines and twines in bundles	16	.....
Rum, in casks	2 punch's	or 4 hhds.
Safflower, in bbls., per ton of 5 lbs., not exceeding	.....	52
Sago, in cases	.....	50
Sal ammoniac, in bags	20	.....
Do.....in boxes	20 cwt. gross	
Saltpetre	20	.....
Salt	20	.....
Sapan-wood, for dunnage	20	.....
Sealingwax, in cases	.....	50
Seed-lac, in cases	.....	50
Do....in bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
Do....in bags	16	.....
Silk piece goods	.....	50
Skins	14	.....
Soap, country, in cases	.....	50
Do.....in bags	15	.....
Do.....in bars	20	.....
Dates, wet	29	.....
Do..dry	16	.....
Dholl	20	.....
Elephants' teeth, in bulk	20	.....
Furniture	.....	50
Garlic and onions	12	.....
Ginger	16	.....
Grain	20	.....
Gums, in cases	.....	50
Gunny bags and gunny cloth	.....	50
Gunjah	.....	50
Hemp, in bales, per ton of 5 bales, not to exceed	.....	52
Hides, buffalo or cow, cured	14	.....
Hoofs, horn shavings, and tips	20	.....
Horns, cow, buffalo, or deer	20	.....
Indigo	.....	50
Jute, 5 bales to the ton, not exceeding	.....	52
Lac dye	.....	50
Lard	20 cwt. gross	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mirabolams	16	.....
Molasses	2 punch's	or 4 hhds.
Stick-lac, in cases	.....	50
Do....in bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea	.....	50
Teel seed	20	.....
Timber, round	.....	40
Do... squared	.....	50
Tobacco, in bales	16	.....
Tortoise shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

N. B.—Goods in casks or cases to be calculated gross weight when paying freight by weight, and when freight is made payable by measurement, the measurement to be taken in the custom-house, wharf, or other shipping wharf within the limits of the port of Calcutta.

SUMMARY OF THE RAILWAYS IN INDIA.

On the 1st of January, 1862, there will open for traffic throughout India 1,609¼ miles of railway; by the 31st of December 747 had been added, and since the commencement of 1860, up to May, 148 more have been finished, making a grand total of 2,528 miles open for traffic. Of this mileage the greatest distance traversed without interruption is on the East India railway from Calcutta to Benares, 540 miles; the next is the trans-peninsulary line from Madras to Baypoor, 405 miles; and the next from Bombay to Sholapoor, across the Blue Ghants, 295 miles. The length remaining to be finished on each line, and the estimated extent in each year, is given as under.

	LENGTH REMAINING TO BE FINISHED, AND ESTIMATED LENGTH IN EACH YEAR.			
	1863.	1864.	1865, & subs'tly.	Total.
East Indian	172	.....	225	397
Great Indian Peninsula	32	536¼	140	708¼
Madras	76	84¼	241	401¼
Bombay, Baroda and Central India	124¾	.....	.....	124¾
Punjab	220	.....	.....	220
Delhi	.....	.....	300	300
Total miles	624¾	620¾	906	2,151½

PENANG.

Comparative statement showing the total of the principal exports from Penang to Great Britain, the United States, and the continent of Europe, from January 1 to November 30, of the years 1862 and 1863.

PRINCIPAL EXPORTS FROM PENANG TO GREAT BRITAIN.

	Sugar.	White pepper.	Black pepper.	Tin.	Cutch.	Ratans.	Buffalo hides.	Cow hides.
	Pls.	*Pls.*	*Pls.*	*Pls.*	*Pls.*	*Pls.*	*Pls.*	*Pls.*
From January 1 to Oct. 31, 1863	33,247	1,529	38,864	26,449	223	4,368	1,383	218
Nov. 8, per British bark Teasdale to London	4,928.34	.....	.....	558.53	.....	208.32	.....	.....
Total to November 30, 1863	38,175	1,529	38,864	27,008	223	4,577	1,383	218
Same period in 1862	65,164	2,390	34,414	28,017	968	3,771	2,641	161

Comparative statement showing the total of the principal exports from Penang to Great Britain, &c.—Continued.

PRINCIPAL EXPORTS FROM PENANG TO GREAT BRITAIN.

	Buffalo horns.	Rice.	Gum benjamin.	Tortoise shell.	India-rubber.	Gutta-percha.	Nutmegs.	Mace.	Cloves.
	Pls.	*Pls.*	*Pls.*	*Cats.*	*Pls.*	*Pls.*	*Pls.*	*Pls.*	*Pls.*
From January 1 to Oct. 31, 1863..	328	17,304	1,361	135	2,425	645	1,079	166	187
Nov. 8, per British bark Teasdale to London	85.56	.....	.....	.....	53.10	131.63	30.71	5.29	.....
Total to November 30, 1863..	414	17,304	1,361	135	2,478	777	1,110	171	187
Same period in 1862	914	.....	811	235	2,778	337	2,324	404	57

PRINCIPAL EXPORTS FROM PENANG TO GREAT BRITAIN.

	Rum.	Fish maws.	Tapioca.	Coffee.	Tea.	Essential oil.	Croton seeds.	Stick-lac.	Cocoa-nut oil.
	Galls.	*Pls.*	*Pls.*	*Pls.*	*Bxs.*	*Doz.*	*Pls.*	*Pls.*	*Pls.*
From January 1 to Oct. 31, 1863..	124,575	90	10,981	91	6	82	.....	.....	148
Nov. 8, per British bark Teasdale to London	3,300	.....	1,534.08	.....	.....	.....	.....	.....	.....
Total to November 30, 1863..	127,875	90	12,515	91	6	82	.....	.....	148
Same period in 1862	120,442	1.71	13,208	29	5	132¼	13	102.72	.....

PRINCIPAL EXPORTS FROM PENANG TO THE UNITED STATES OF AMERICA.

	White pepper.	Black pepper.	Tin.	Cutch.	Ratans.	Buffalo hides.	Cow hides.
	Pls.	*Pls.*	*Pls.*	*Pls.*	*Pls.*	*Pls.*	*Pls.*
From January to October 31, 1863	145	9,804	10,062	1,644	667	173	445
In November, 1863, none	.....	.....	.....	.....	.....	.....	.....
Total to November 30, 1863	145	9,804	10,062	1,644	667	173	445
Same period in 1862	.....	23,217	10,565	3,211	111	633	538

Comparative statement showing the total of the principal exports from Penang to Great Britain, &c.—Continued.

PRINCIPAL EXPORTS FROM PENANG TO THE UNITED STATES OF AMERICA.

	Gum benjamin.	India-rubber.	Gutta-percha.	Nutmegs.	Mace.	Tea.	Tapioca.
	Pls.	*Pls.*	*Pls.*	*Pls.*	*Pls.*	*Bxs.*	*Pls.*
From January 1 to October 31, 1863	100	1,331	125	1,055	15	.....	849
In November, 1863, none	.....	.....	.....	.....	.....	.....	.....
Total to November 30, 1863	100	1,331	125	1,055	15	.....	849
Same period in 1862	.....	1,235	.....	1,002	52	2,025	1,182

PRINCIPAL EXPORTS FROM PENANG TO THE CONTINENT OF EUROPE.

	Sugar.	White pepper.	Black pepper.	Tin.	Cutch.	Rattans.
	Pls.	*Pls.*	*Pls.*	*Pls.*	*Pls.*	*Pls.*
From January 1 to October 31, 1863, none	.....	.....	4,589	229	.....	.....
November 21, per French bark Frehel to Bordeaux	.....	.....	5,222	837.26	.....	.....
Total November 30, 1863, none	.....	.....	9,811	1,066	.....	.....
Same period in 1862	857	854	27,946	4,697	156	157

PRINCIPAL EXPORTS FROM PENANG TO THE CONTINENT OF EUROPE.

	Buffalo horns.	India-rubber.	Gutta-percha.	Rum.	Tapioca.	Pearl sago.	Tea.
	Pls.	*Pls.*	*Pls.*	*Galls.*	*Pls.*	*Pls.*	*Case.*
From January 1 to October 31, 1863, none	.....	.....	.....	.....	.....	.....	.....
November 21, per French bark Frehel to Bordeaux	53.17	.....	.....	.....	92¼	.....	.....
Total to November 30, 1863, none	53.17	.....	.....	.....	92¼	.....	.....
Same period in 1862	141	208	30	100	604	510	1

Comparative statement showing the exports from Bombay to Great Britain, the United States and France, during the years ending April 30, 1860, 1861, 1862, *and to December* 12, 1863.

EXPORTS TO GREAT BRITAIN.

Year ending—	Cotton.	Wool.	Linseed.	Rape seed.	Gingilly seed.	Coffee.	Total value of all exports and imports.	
	Bales.	*Bales.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Imports.*	*Exports.*
April 30, 1860	6, 43, 181	46, 129	8, 68, 411	2, 72, 145	6, 544	7, 253	7, 43, 97, 316	4, 86, 77, 235
April 30, 1861	7, 43, 648	61, 291	9, 20, 310	2, 58, 677	26, 122	18, 949	7, 19, 81, 636	6, 81, 02, 348
April 30, 1862	8, 55, 276	44, 422	5, 03, 595	85, 993	15, 904	15, 717	7, 20, 85, 948	9, 88, 68, 846
April 30, 1863	8, 71, 009	59, 143	4, 03, 752	.....	32, 734	29, 135	7, 42, 78, 439	15, 69, 76, 826
April 30, 1863 to date	6, 06, 317	25, 392	1, 90, 565	1, 04, 914	14, 244	19, 391	.....	.....

EXPORTS TO THE UNITED STATES.

Year ending—	Cotton.	Wool.	Linseed.	Rape seed.	Gingilly seed.	Coffee.	Total value of all exports and imports.	
	Bales.	*Bales.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Imports.*	*Exports.*
April 30, 1860	2, 311	2, 277	1, 02, 636	.....	.....	171	5, 65, 989	8, 18, 882
April 30, 1861	.....	806	1, 98, 302	.....	.....	1, 214	4, 32, 117	14, 10, 725
April 30, 1862	1, 471	1, 515	44, 040	.....	.....	81	4, 36, 984	5, 21, 449
April 30, 1863	4, 999	203	1, 08, 017	.....	.....	140	1, 70, 782	18, 63, 723
April 30, 1863 to date	1, 657	824	47, 227	.....	.....	21	.....	.....

EXPORTS TO FRANCE.

Year ending—	Cotton.	Wool.	Linseed.	Rape seed.	Gingilly seed.	Coffee.	Total value of all exports and imports.	
	Bales.	*Bales.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Imports.*	*Exports.*
April 30, 1860	2, 519	.....	5, 697	.....	1, 38, 544	25, 337	13, 78, 711	9, 43, 884
April 30, 1861	3, 811	50	15, 106	3, 131	1. 03, 134	17, 091	7, 97, 785	10, 93, 379
April 30, 1862	2, 314	71	13, 739	.....	30, 356	10, 358	12, 46, 264	7, 38, 113
April 30, 1863	37, 886	.....	3, 704	.....	2, 343	12, 767	56, 14, 507	71, 04, 177
April 30, 1863 to date	19, 992	.....	4, 251	1, 009	2, 983	4, 305	.....	.....

PORT LOUIS—W. R. G. MELLEN.

OCTOBER 15, 1863.

I have the honor to send you the required commercial report for the year ended the 30th of September, 1863. The whole number of vessels arrived at this port for the year is :

English vessels	393
French "	176
American "	46
Various nationalities	122
	737

Of the American vessels arrived here, only three brought cargoes of American merchandise, and one of those discharged but a part of her cargo here. The value, as near as I have been able to ascertain, was about $53,500.

It should be stated, however, that two foreign vessels, or more correctly two American vessels under a foreign flag, have brought hither, during the year, cargoes of American merchandise, valued at $58,000.

Seventeen other American ships have brought here foreign cargoes, valued at not less than $690,000.

Total number of American ships that have sought this as a port of delivery, is twenty. Thirteen vessels, mostly whalers, have put in to this port for supplies and the shipment of oil. Those that have entered here since the 15th of June last have had on board oil to the value of not less than $300,000.

There have been only two cargoes shipped hence in American bottoms during the year, and one of them was the cargo of another American ship condemned. The value of the other cargo, which was not sent to the United States, was $60,000.

During the year, thirteen American vessels have put in here for repairs, of which five were condemned and sold. The facilities for effecting such repairs here are probably unsurpassed, if not unequalled, by those of any other port east of the Cape of Good Hope, there being three large and substantial docks at this port, as well as one patent ship. I am informed, by gentlemen thoroughly acquainted with ship-building, that nowhere is work done more faithfully than here; though, owing to the isolation of the place, and the great distance which all the materials employed have to be transported, the expenses of such repairs are always proportionally large.

Exports of the island for 1862 amounted to the sum of....	$13, 586, 440
Imports for the same.....	12, 192, 060
Balance in favor of colony.....	1, 393, 380

It is generally well known, the only important production of this island, and the sole article of export, is sugar. The last year's crop (the sugar year terminates on the 31st of July) reached the enormous amount of 258,000 tons, considerably the largest crop ever produced. But as the prices ruled lower than the average of some years past, it is supposed that the planters, as a body, received no larger returns for their crop than they have for many years previous.

The following table, kindly prepared for me by a gentleman largely engaged in the sugar trade, shows the present rates, and the average price of the year, of the different qualities.

Qualities.		Present rate.	Average.
Vacuum.....	over No. 20	$6 50	$6 50
"	" 16	5 25	5 50
Fine yellow.....	" 13	4 75	4 75
Middling.....	" 11	4 25	4 25
Fine gray.....	" 14 and 15	5 10	5 00
Good.....	" 11 and 12	4 80	4 60
Low.....	" 6 and 9	2 75	3 00

It should be stated, however, that at the present date the market exhibits a rising tendency, which fact goes far to console the planters for the prospect of a much smaller crop the current year than was produced last. It is estimated, indeed, that the crop of the present season will be full 40,000 tons less than that of 1862–'63. This great decrease is owing mainly to the destructiveness of the hurricanes, several of which swept over the island at the period when the young and tender canes were most liable to injury.

There has been no change in the import duties during the past year, though I am sorry to say that one is now threatened of considerable importance. The expenditures of the government having so largely exceeded its revenue, and being so certain to surpass it for some time to come, those in authority have been

compelled to devise some method of meeting this increased demand. A bill having this for its object is now before the legislative council, which, although opposed by many influential voices, bids fair to become a law at an early day. With the details of this bill I am not familiar, though I know that, among other changes, it proposes an entire abolition of the "Free list."

Comparative statement showing the quantity of sugar exported and its value value of imports, revenue, expenditure and immigration, for the last eighteen years.

Year.	Sugar exported yearly from Mauritius.	Estimated value of the sugar exported.	Customs value of imports.	Number of immigrants introduced.	Revenue.	EXPENDITURES.		
						Gen'l purposes.	Immigration.	Total.
	Pounds.	£.	£.		£.	£.	£;	£.
1843	55, 125, 758	796, 918	902, 578	34, 525	245, 335	239, 595	196, 827	436, 422
1844	74, 542, 693	904, 948	860, 661	11, 549	266, 056	227, 540	123, 814	351, 354
1845	87, 034, 312	1, 117, 500	933, 259	10, 971	296, 752	218, 134	61, 839	279, 973
1846	122, 494, 822	1, 327, 843	994, 316	7, 339	328, 474	236, 972	41, 098	278, 070
1847	114, 525, 743	1, 197, 939	873, 450	5, 830	361, 292	238, 923	50, 270	289, 193
1848	110, 989, 017	830, 197	749, 761	5, 395	279, 895	291, 132	43, 343	334, 475
1849	126, 678, 577	1, 013, 428	719, 463	7, 425	245, 954	243, 719	29, 119	272, 838
1850	110, 937, 388	967, 374	908, 894	10, 030	308, 550	226, 916	38, 831	265, 747
1851	133, 229, 092	1, 202, 628	928, 239	10, 020	321, 389	230, 995	38, 733	259, 728
1852	141, 639, 662	1, 090, 625	1, 485, 511	17, 485	311, 854	320, 579	77, 099	297, 778
1853	184, 024, 447	1, 540, 505	1, 092, 141	12, 144	318, 750	224, 840	60, 364	285, 204
1854	170, 622, 707	1, 313, 800	1, 257, 002	18, 484	366, 867	251, 956	120, 414	372, 370
1855	253, 892, 673	1, 777, 428	1, 206, 852	12, 915	348, 452	251, 604	66, 225	317, 829
1856	235, 958, 460	2, 486, 698	1, 421, 863	11, 653	395, 103	260, 480	66, 075	326, 555
1857	229, 321, 468	3, 052, 942	1, 765, 200	12, 725	451, 209	302, 499	79, 500	381, 999
1858	236, 779, 843	2, 679, 002	2, 089, 444	29, 946	553, 073	377, 296	134, 046	511, 374
1859	247, 948, 302	2, 814, 945	2, 025, 890	44, 397	609, 516	359, 209	213, 270	572, 429
1860	261, 256, 452	2, 810, 992	2, 304, 668	13, 286	553, 419	412, 452	88, 400	500, 853
1861	221, 160, 274	2, 284, 996	2, 249, 124	19, 101	482, 788	451, 703	17, 146	468, 894

Comparative statement showing the exportation of sugar from Mauritius to different places from the crop of 1843–'44 *to the crop* 1861–62.

Crops.	United Kingdom.	France.	Australian colonies.	Cape.	Oth'r places.	Total.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
1843–'44	56, 941, 099	.....	213, 529	2, 370, 475	20, 772	59, 545, 885
1844–'45	73, 152, 498	.....	3, 694, 450	1, 282, 030	36, 128	78, 165, 106
1845–'46	94, 837, 167	.....	4, 090, 759	3, 216, 513	23, 729	102, 168, 168
1846–'47	124, 912, 296	.....	3, 856, 880	4, 304, 937	336, 090	133, 410, 203
1847–'48	103, 674, 275	.....	10, 317, 053	8, 571, 344	264, 616	122, 827, 288
1848–'49	93, 953, 798	.....	7, 418, 812	4, 883, 146	14, 842	106, 330, 598
1849–'50	107, 355, 498	.....	6, 432, 266	6, 233, 774	501, 957	120, 523, 495
1850–'51	106, 539, 801	.....	5, 497, 469	4, 254, 903	794, 233	117, 086, 406
1851–'52	114, 859, 749	.....	9, 271, 133	13, 098, 867	145, 430	137, 375, 179
1852–'53	137, 617, 792	.....	16, 230, 021	7, 395, 471	84, 504	161, 622, 861
1853–'54	173, 212, 219	349, 797	22, 992, 073	5, 836 576	881, 340	202, 922, 208
1854–'55	153, 645, 610	26, 037, 768	26, 500, 630	11, 285, 845	3, 039, 182	220, 509, 035
1855–'56	178, 176, 094	16, 867, 241	28, 885, 626	5, 816, 358	338, 849	230, 084, 166
1856–'57	125, 532, 100	48, 523, 297	37, 689, 275	7, 280, 144	3, 448, 702	222, 473, 518
1857–'58	116, 896, 933	34, 337, 965	49, 273, 860	11, 767, 840	5, 804, 352	218, 080, 940
1858–'59	133, 213, 960	41, 944, 694	47, 581, 513	10, 622, 440	4, 536, 312	237, 898, 919
1859–'60	108, 238, 079	59, 905, 435	43, 751, 932	10, 100, 726	4, 950, 140	226, 946, 312
1860–'61	185, 680, 005	28, 227, 255	42, 926, 715	9, 096, 607	5, 271, 520	271, 202, 102
1861–'62	82, 566, 056	56, 336, 243	66, 641, 881	12, 800, 797	3, 614, 819	220, 959, 796

[Extract.]

DECEMBER 5, 1863.

* * * * * * * * *

In my commercial report, dated October 15, 1863, it was intimated that a change of some importance in the import duties collected at this port was threatened. On the 23d of the same month the ordinance, two copies of which I enclose, was passed by the governor and council, though not without considerable opposition. It will be seen by this ordinance that while the tariff upon certain articles heretofore taxed has been considerably increased, the "Free list" has been almost annihilated. A large portion of these new taxes are laid upon the food of the humblest classes, and, of course, must be severely felt. True, the tax by the ordinance is imposed but for a single year, but it is highly probable that the same causes which now render its imposition expedient will render its retention desirable.

ORDINANCE No. 33 OF 1863.

M. C. JOHNSTONE.—Enacted by his honor the officer administering the government of Mauritius and its dependencies, with the advice and consent of the council of government thereof.

AN ORDINANCE to alter the customs duties on certain articles imported into Mauritius. [23d October, 1863.]

Whereas, by ordinance No. 9 of 1854, intituled an ordinance "to impose duties of customs on goods, wares, and merchandise imported into Mauritius," certain duties are imposed upon wine, beer, and porter, and certain articles are exempted from any duty on importation into Mauritius, and it is expedient to amend the law in relation to the said duties and exemptions:

Be it therefore enacted by his honor the officer administering the government, with the advice and consent of the council of government, as follows:

Table of new duties on wine, beer, and porter.

I. Instead of the duties imposed by ordinance No. 9 of 1854, and specified in the table contained therein, on wine, beer, and porter, cider, and perry, the duties hereinafter specified shall be raised, levied, collected, and paid on all wine and others aforesaid which shall be imported into or entered for home consumption at Mauritius, viz:

	£	s.	d.
Wine, in casks of 50 gallons each, per cask	1	0	0
Wine, bottled, per dozen bottles	0	2	6
Ale, beer, porter, cider, and perry, bottled, per dozen bottles	0	1	0
" " " in casks, per hogshead	1	0	0

Duties to be imposed on certain articles formerly exempted.

II. There shall be raised, levied, collected, and paid the several duties of customs hereinafter set forth upon all goods, wares, and merchandise of the kinds hereinafter enumerated which shall be imported or brought into Mauritius, viz:

	£	s.	d.
Bread, biscuit, per cwt.	0	0	6
Wheat, per bag, (164 pounds English)	0	0	6
Wheat flour, per cwt.	0	0	6
Bran, "	0	0	4
Barley, "	0	0	6
Beans, "	0	0	6

	£	s.	d.
Dholl, per bag, (164 pounds English)	0	0	6
Gram, per bag	0	0	6
Maize, per cwt.	0	0	4
Oats, "	0	0	6
Peas, "	0	0	6
Pollard "	0	0	6
Rice, per bag, (164 pounds English)	0	0	6
Lentils, per bag	0	0	6
Beef, salted, per cwt.	0	2	0
Pork, salted, per cwt.	0	2	0
Fish, salted, dried, &c., per cwt.	0	1	0
Fish, pickled, per barrel of 200 pounds	0	2	0

Duties to be levied as under ordinance No. 9 of 1854.

III. The several duties in this ordinance provided shall be raised, collected, levied, and paid in the same manner in all respects as if they had been imposed by the aforesaid ordinance No. 9 of 1854.

IV. The said ordinance last mentioned is hereby repealed in so far as it is provided that the several goods and others enumerated in article 2 hereof should be exempted from customs duty.

V. This ordinance shall take effect on and from the first January, 1864, and shall continue in force for one year and no longer.

Passed in council, at Port Louis, island of Mauritius, this 23d day of October, 1863.

J. L. WILDMAN,
Acting Secretary to the Council of Government.

Published by order of his honor the officer administering the government.
EDW. E. RUSHWORTH,
Acting Colonial Secretary.

BARBADOS—EDWARD TROWBRIDGE, *Consul.*

JANUARY 6, 1863.

I also transmit herewith a copy of the new trade act of this island, which took effect on the first day of January and continues for three years.

No. 20.—BARBADOS.

AN ACT to amend and continue the acts relating to the trade of this island.

Whereas the act of this island of the 23d July, 1852, entitled "An act to regulate the trade of this island," and also the act of the 2d of March, 1853, for amending the same, will expire on the 31st day of March, 1863; and whereas it is deemed expedient to amend and continue said acts as herein provided:

Be it therefore enacted by the governor, council, and assembly of this island, and by the authority of the same, as follows:

I. By the 2d clause of said act of the 23d July, 1852, it is provided that the master of every vessel arriving at this island shall come directly to the custom-house and make such report as is therein required. Instead, however, of such master being required to repair directly to the custom-house and make such report, it shall be lawful for him to do so within twenty-four hours after the arrival of his vessel; but should he omit to do so within the said twenty-four hours,

he shall incur a penalty not exceeding ten pounds, to be recovered, on the complaint of the comptroller, from the master, owner, or consignee of such vessel at the option of the comptroller or other officer acting in his behalf, as in the case of servants' wages before a police magistrate of the city of Bridgetown, and paid into the public treasury for the uses of the island.

II. By the 7th clause of said act importers are allowed twenty days after the arrival of the importing vessel to make due entry inward of such goods and landing the same. It is expedient to shorten the time thus allowed to importers of goods. Therefore such importers shall, instead of twenty, have only three days after the entry of the vessel importing such goods to comply with the requirements of the said 7th clause of said act.

III. By the 16th clause of said act importers of goods warehousing the same are required to give bond with two sufficient sureties for the due warehousing of such goods and the disposal thereof, and it is expedient to amend said clause. Therefore so much of said clause as relates to the mere warehousing of goods in respect of two sufficient sureties being required to join the importer in bond shall be repealed, and it shall be lawful to take the bond of the importer alone in reference to the mere warehousing of the goods, but not further or otherwise.

IV. Instead of a separate bond to be given, as provided in the 22d clause of said act, for every particular lot of goods exported from the warehouse, the owner of such goods may, at the time of warehousing the same, or at any time thereafter, give a general bond to cover all exportations of the goods so warehoused, with two sufficient securities, conditioned as provided in said 22d clause.

V. The 19th clause of said act is hereby repealed and the following substituted in lieu thereof: No goods shall be warehoused unless the duties thereon amount to twenty shillings; nor shall any goods be taken out of the warehouse for home consumption unless the duties thereon amount to ten shillings; nor for exportation unless the duties thereon would, if entered for home consumption, have amounted to ten shillings: *Provided always*, That the foregoing restrictions shall not apply to remainders of warehoused goods; and it shall be lawful for the comptroller, under such regulations as he shall see fit, to permit moderate samples to be taken of any goods so warehoused without entry and without payment of duty, except as the same shall eventually become payable, as on a deficiency of the original quantity; but bricks, carriages, cedar boards, coal and mixed preparations thereof, dried, salted, or smoked fish, grindstones, iron and iron-work, lead, (metal,) lumber, machinery, oars or sweeps, paving squares, shingles, shooks, slates, spars, staves, tiles, timber, and wood hoops, shall not be warehoused.

VI. The 24th clause of said act, allowing the drawback of duties on the exportation of wine, is hereby repealed.

VII. Whereas it having been deemed expedient to authorize the comptroller of customs in special cases to require the services of any officer of the department beyond the hours of general attendance, making an immediate report to the governor of the circumstances of the case and the name of the officer appointed to the service, it is hereby enacted that officers of customs whose services may be required beyond the hours of general attendance shall be remunerated by the party requiring the same according to a rate fixed by the governor in council. And any officer of the customs employed out of the regular office hours in discharging goods imported in mail steamers shall, on every occasion, be allowed and paid in addition to his salary the sum of one pound for such service: *Provided*, That when such mail steamer arrive after 6 o'clock in the evening, and the officer has to perform the duty of discharging at night, he shall receive the further sum of one pound in addition for each night's services; *And provided also*, That when the officer is out at night in expectation of an

overdue steamer, he shall receive such latter sum for each night on which he is so out on duty, whether the said steamer arrive or not, which allowances shall be included in the incidental expenses of the department.

VIII. All vessels in which is imported coal for the use of steam vessels of war belonging to any foreign government shall be free and exempt from all tonnage and other fees: *Provided*, That such vessels import no other cargo whatever, nor take on board any goods or merchandise, and that proof be given to the comptroller of the customs that the coals so imported are solely for the use of such steam vessels, and that they are to be deposited in a depot to be appropriated exclusively for that purpose: *Provided*, That it shall be lawful for the governor in council, on any occasion when it shall seem fit to them, to suspend the operation of this clause.

IX. Vessels arriving partly loaded shall be allowed to take in cargo on payment of the duties in the following proportions—that is to say, if the portion of the cargo taken in does not exceed one-fourth of the tonnage of the vessel, a fourth only of such duty of 2*s*. 3*d*. per ton shall be paid; and if the quantity taken in shall exceed one-fourth of the whole tonnage, then half of said duty shall be paid; and if the quantity taken in shall be more than half of the whole tonnage, then the full amount of said duty of 2*s*. 3*d*. shall be paid; and no vessel shall be cleared out at the custom-house until the duty aforesaid shall be paid.

X. If any vessel arriving at the port of Bridgetown shall land any portion of her cargo on payment of a proportionate part of her tonnage duties, and shall afterwards take in cargo for exportation, or if any vessel arriving partly laden for the purpose of completing her cargo shall land any cargo and shall leave the island without payment of the full amount of tonnage duties, such duties, or the part thereof remaining unpaid, shall be prosecuted, sued for, and recovered with costs from the owner or consignee of such vessel in her Majesty's court of common pleas for this island, established in the name of her Majesty's attorney general; and the said owner or consignee shall be liable, in addition to the penalty of £50, to be recovered in the same manner as other penalties are recoverable in the said act prescribed.

XI. Any vessel coming to this island in distress shall be allowed to discharge cargo or ballast and to make all necessary repairs without payment of tonnage duty, except in cases where any such vessel arriving in ballast shall take in any cargo when repaired, in which case the whole tonnage shall be payable, or when coming with cargo shall take, in reloading, any additional goods on board, in which case such vessel shall be liable for a quarter or half tonnage as may appear, but no tonnage shall be chargeable to any vessel which, arriving here in distress and discharging cargo, is subsequently unable to take it all on board again from difficulty of restowing, and all vessels shall be liable for tonnage duty which, arriving at this port in distress, shall subsequently be condemned by survey or abandoned, and in any such case the liability for payment of tonnage dues shall rest with the owner or consignee of such vessel, and any such dues for tonnage shall be recoverable as hereinbefore stated.

XII. The duty of 2*s*. 3*d*. per ton shall be paid upon the tonnage inserted in the register of the vessel.

XIII. The following goods may, by proclamation or order of the governor in council, be prohibited either to be exported or carried coastwise, namely: arms, ammunition and gunpowder, military and naval stores, and any articles which the governor in council shall judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions, or any sort of victual which may be used as food for man; and if any goods so prohibited shall be exported from this island or carried coastwise, or be waterborne to be so exported or carried, they shall be forfeited.

XIV. Said act of the 23d July, 1852, and the act of the second of March 1853, entitled "An act to amend the act regulating the trade of this island,"

together with this act and all other acts and parts of acts relating to the trade of this island, shall be taken as forming one act.

XV. The acts of the 23d March, 1859, and 5th December, 1860, are hereby repealed.

XVI. This act shall come into operation on the first day of January next and continue in force for three years.

Read three times and passed the legislative council unanimously this sixteenth day of December, one thousand eight hundred and sixty-two.

JAS. R. HOLLIGAN,
Clerk of Council.

Read three times and passed the general assembly *nemine contradicente* this eighteenth day of November, one thousand eight hundred and sixty-two.

SAML. TAYLOR,
Clerk of the General Assembly.

Assented to this 17th day of December, 1862.

JAS. WALKER, *Governor.*

Table of duties of customs inward.

	£	s.	d.
Arrowroot, the 100 pounds	0	0	10
Asses, each	0	8	4
Bread of all kinds, the 100 pounds	0	0	5
Bricks, the 1,000	0	2	1
Butter, the 100 pounds	0	6	3
Candles, tallow, the 100 pounds	0	4	2
Candles, other kinds, the 100 pounds	0	8	4
Cattle, neat or horned, the head	0	8	4
Cement, the 100 pounds	0	0	5
Cheese, the 100 pounds	0	6	3
Cigars, the 1,000	1	5	0
Cider or perry in wood, the gallon	0	0	0½
Cider or perry in bottles, the dozen	0	0	6
Coal and mixed preparations thereof, the ton	0	2	1
Cocoa, the 100 pounds	0	1	0½
Copper, sheet, the 100 pounds	0	1	0½
Cordage, the 100 pounds	0	1	0½
Corn and grain, unground, the bushel	0	0	2½
Fish, dried, salted, or smoked, the 112 pounds	0	0	2
Fish, pickled, the barrel of 200 pounds	0	0	4
Flour, wheat or rye, the barrel	0	3	6
Indian meal or other kinds, the barrel	0	1	0
Gin, on every gallon of or under the strength of 25 by the hydrometer called the bubble	0	2	1
And for every higher degree of strength on each gallon an additional sum of	0	0	1
Hoops, wood, the 1,200	0	2	6
Horses, each	1	13	4
Lard, the 100 pounds	0	3	4
Lead, sheet or pipe, the 100 pounds	0	0	5
Lead, white, the 100 pounds	0	1	0½
Lumber of all kinds one inch thick, the 1,000 feet superficial	0	2	1
Malt liquor in wood, the cask not exceeding 64 gallons	0	4	2

	£	s.	d.
Malt liquor in bottle, the dozen	0	0	3
Matches, the gross	0	2	6
Meat, salted or cured, the 100 pounds	0	4	2
Mules, each	1	5	0
Oil meal and oil cake, the 100 pounds	0	0	4
Rice, the 100 pounds	0	0	5
Shingles, wallaba or cypress, the 1,000	0	2	1
Other kinds, the 1,000	0	1	0½
Snuff, for every £100 of the value	25	0	0
Soap, for every 100 pounds	0	1	0½
Spirits (other than gin and rum) and cordials	0	3	4
Staves or shooks, per 1,200 pieces	0	2	6
Sirup, the gallon	0	1	0½
Tea, the pound	0	0	2½
Tobacco, the pound	0	0	2½
Wines, for every £100 of the value	15	0	0

Not being prohibited to be imported for consumption into this island by any act or acts of the Imperial Parliament:

Coffee, the 100 pounds	0	2	1
Molasses, the 100 pounds	0	3	0
Rum, on every gallon of or under the strength of 25 by the hydrometer called the bubble	0	2	8
And for every higher degree of strength, on each gallon, an additional sum of	0	0	1
Sugar, refined, the 100 pounds	0	7	6
Sugar, raw, or Muscovado, the 100 pounds	0	2	1

Not being imported into this island from any place from which they are prohibited by any act or acts of the Imperial Parliament to be imported:

Gunpowder, blasting, the keg of 25 pounds	0	1	0½

Fowling-pieces, guns, muskets, and gunpowder in canister, goods, wares, and merchandise, plantation supplies, clothing, and effects of every description not herein particularly enumerated, 3 per cent. *ad valorem.*

Hulls, boats, masts, spars, apparel, tackle, and furniture of vessels wrecked, 3 per cent. *ad valorem.*

Table of exemptions.

The following articles not to be subject to duty under this act:

Articles for the use of the governor of the island and commander of the forces for the time being.

Building materials and supplies for the use of her Majesty's army and navy, military clothing, accoutrements and appointments imported by officers of her Majesty's army and navy for their use; and if any article on which duty shall have been paid at the time of importation be subsequently supplied for the use of her Majesty's army and navy, the amount of duty on the article so supplied shall be repaid out of the public treasury of the island by the warrant of the governor in council on the certificate of the comptroller of army expenditure.

Asphalt.

Blubber and heads and offals of fish, bullion, coin and diamonds.

Calves, (sucking,) cassaripe, cotton-wool, cocoa-nuts.

Eggs, empty bottles of glass or stoneware.

Fresh fish and turtle, fresh meats, fruit and vegetables, furniture previously used, fuel wood and charcoal.

Gravel, green ginger.

Hay and straw, hoe sticks, hops, hulls, boats, masts, spars, apparel, tackle, and furniture of vessels condemned by survey, and on which tonnage duty shall have been paid.

Ice.

Leeches, lemon and lime juice, lime building or temper, live and dead stock not enumerated, logwood.

Manure, military clothing, accoutrements, and appointments exported from the United Kingdom under the authority of her Majesty's treasury for the use of her Majesty's troops, and articles imported for the use of the Barbadoes yeomanry cavalry, rifle corps, artillery, and militia.

Nuts.

Old metals, organs and other musical instruments used in churches and chapels of every denomination.

Packages in which goods are imported, (*except trunks, new vats, hogsheads, and puncheons,*) passenger's baggage containing apparel and articles of personal use and professional apparatus, patterns or samples, personal effects of individuals belonging to this island dying abroad, pozzolano, printed or manuscript books, forms, and papers, maps, charts, engravings, music, and pictures.

Rawhides and skins.

Salt, sawdust, soda-water, and mineral-water, specimens illustrative of natural history, seeds, bulbs and roots of flowering plants or shrubs.

Tablets and tombstones, tallow, tar, pitch, resin, turpentine, turtle and tortoise shell, unmanufactured.

Wines and other liquors imported by military and naval messes for the use of such messes.

All articles and supplies exempt from duty under this or the first-recited act shall, if purchased out of bond for the use of the persons having right to import the same free of duty, be taken without payment of duty on proper certificates from the head of the department of the parties purchasing the same being produced to the comptroller of the customs verifying the fact.

SYDNEY, NEW SOUTH WALES,
East Leavenworth, October 21, 1862.

* * * During the year forty vessels under our flag have visited this port, viz: twenty-four ships, thirteen barges, two brigs, and one schooner, representing an aggregate of 20,666 tons; more than two-thirds during the two first quarters of the year. Of this decrease, from quarter to quarter, I shall hereafter make mention. The imports in American bottoms have been $2,275,725, of which $519,000 have been of United States produce and manufactures, and $431 025 the produce of our whale fisheries in these seas, making a total $950,025 *bona fide* United States produce. Great Britain, which supplied the largest freight capital to our ships some years since, is represented only by $264,500. China represents $303,000.

The tonnage represents, at $40 per ton	$826, 400
American produce and manufactures	950, 025
Making total American interest and capital	1, 776, 425
And foreign imports in American ships	1, 325, 700
Or a grand total of	3, 102, 125

Exports in American ships have amounted to $107,750, declared value, being principally gold and coals. Cargoes have been exported to China, Batavia, Siam, and San Francisco. In foreign ships have been imported, from New York, San Francisco, and Oregon, about $600,000 market value here, estimated from manifests.

In the export value of merchandise no account is taken of whalers' cargoes, being generally as inward.

The tariff remains unchanged; but a bill has been introduced, which will probably become a law during the next sittings of houses of Parliament, here affecting most if not every article comprised in that of which the department is informed. Port charges remain the same as during the last year. Shipping regulations and laws adopted and carried out here have become a source of extreme annoyance, delay, and expense to every American shipmaster requiring men. * * * * * * * *

Unfortunately the staple commodities that comprised the bulk of our imports of American manufactures and produce for years past have almost become a dead letter. Timber, tobacco, flour, wheat, agricultural implements, and manufactured goods generally, always in demand, and commanding remunerative rates, can easily be obtained, and even when obtained only from monopolists. * * * * * * * *

* * * Lumber has advanced from $75 to $100, and supply limited. The market is nearly bare of American-manufactured goods. All are in demand, but no supply.

As will be perceived by "return of vessels," the exports in American ships consist principally of coals and gold. The colony, aside from gold, abounds with coal, silver, copper, and iron ore; all rich in quality, but wanting capital, manual labor, machinery, and energy to develop. Manufactories we have none, but entirely dependent upon imports to supply demand, which demand has been hitherto, to a great extent, supplied by the United States. Naval stores, cordage, canvas, beef and pork, and provisions generally, agricultural implements, coaches, wagons, buggies, timber sawn, machinery, and almost every description of our manufactures, would command very remunerative rates.

The difficulty which has produced this state of stagnation is attributable, directly and indirectly, to the rebellion. Merchants of the colony who have for years been large importers of our goods have withdrawn from the trade, for fear of cruisers, in the first place, and the impossibility of obtaining insurance on goods in American ships. They are also indisposed to remit to old-established houses in the United States funds to effect purchases, considering the present financial condition of the country generally such as to establish a probable and reasonable doubt as to the solvency of individuals or mercantile firms. Insurance companies object to take risks upon cargoes by American ships from here or to here from almost every port, letters of marque being the chief cause. All confidence is lost in our merchants and ship-owners; and a ship compelled to enter this port in distress to effect repairs would find the owner's credit of no avail to procure funds, and bottomry upon the ship not considered a collateral security. Negotiations of drafts upon individuals or firms cannot be made, unless as a matter of speculation, and then at an enormous rate of exchange and an indorser here. Even with drafts upon the government, but one firm will receive or discount them, and then only at a value placed upon the dollar as compared with the pound sterling here, viz: $4 80 to the pound, and ninety cents to the dollar. * *

VICTORIA, (VANCOUVER'S ISLAND)—ALLEN FRANCIS, *Consul.*

DECEMBER 31, 1862.

I have the honor to enclose herewith a table of the gross amount of imports into Victoria, Vancouver's island, for the years 1861 and 1862; also, a table

of the number of vessels, tonnage, crews, and nationality, entering and clearing at this port for the year 1862.

It is impossible to ascertain the value of exports from Victoria for the past year. The value of imports is arrived at by the "landing permits" taken out at the custom-house.

The imports from California, Oregon, and Washington Territory, for the year 1861, amounted to $1,833,411; for 1862 the amount is $2,645,229, an increase of $811,818. The increase in the value of imports from all countries in 1862 over the previous year is $1,200,179.

The imports from California, Oregon, and Washington Territory, during the previous quarter, amounted to $610,803; and for the last quarter, ending December 31, 1862, they amounted to $627,998, an excess over last quarter of $17,195.

The amount of gold shipped by express to San Francisco, and that taken by private hands, in 1861, is estimated at $2,455,304; for the year 1862 the amount is estimated at $3,250,744, an increase in 1862 of $795,499.

A statement showing the number, tonnage, crews, and nationality of vessels entered and cleared at the port of Victoria during the year 1862.

Nationality.	ENTERED.			CLEARED.		
	No.	Tonnage.	Crews.	No.	Tonnage.	Crews.
American	628	132 723	5,979	630	132,167	5,787
Colonial	414	56,731	3,506	417	55,482	3,689
British	14	8,425	330	13	6,938	280
Danish	1	351	14	1	351	14
German	1	346	11	1	346	11
Hanover	1	363	12	1	363	12
Prussian	1	261	12	1	261	12
Total	1,060	199,200	9,864	1,064	195,908	10,805

Comparative statement showing the gross amount of imports into Victoria, for the years 1861 *and* 1862.

From—	1861.	1862.
San Francisco	$1,388,359 00	$2,345,066 00
Portland, Oregon	216,603 00	75,370 00
Port Townsend and Port Angelos, Washington Territory	228,459 00	224,793 00
England	516,041 00	694,278 00
Honolulu, Sandwich Islands	54,382 00	112,168 00
British Columbia	31,454 00	32,424 00
Hong Kong	.....	22,268 00
Melbourne	.....	32,170 00
Valparaiso	.....	17,000 00
Total	2,435,298 00	3,555,537 00
Deduct imports of 1861	.....	2,435,298 00
Balance in favor of 1862	.....	1 120,239 00

Comparative statement showing the amount of gold shipped from Victoria, during the years 1861 *and* 1862.

How shipped.	1861.	1862.
By express	$1,636,870 00	$2,167,183 00
In private hands, estimated	818,435 00	1,083,591 00
Total	2,455,305 00	3,250,774 00
Deduct gold export of 1861	.....	2,455,305 00
Balance in favor of 1862	.....	795,469 00

MALTA—WILLIAM WINTHROP, *Consul.*

JANUARY 7, 1863.

I have the honor to make my twenty-eighth annual report.

The number of American arrivals during the year have been 20, and of the following descriptions: Ships, 8; barks, 7; brigs, 3; schooners, 3—all being of 8,776 tons burden. One ship still remains in port, the Zenobia, which is undergoing repairs, having a cargo of barley for England.

It is remarkable that during the year we have not had a single arrival *direct* from the United States. Still, as regards the whole number of vessels which have entered the port, they will amount nearly to the usual average.

APRIL 4, 1863.

I have the honor to inform you that the number of American arrivals during the quarter ended March 31, 1863, was five, with an average tonnage of 1,416 tons.

It will be remarked that the arrivals direct from America are increasing in number; and I would also add that the old staple of tobacco is again reaching this port in considerable quantities.

ST. HELENA—G. GERARD, *Consul.*

SEPTEMBER 30, 1863.

I have the honor to transmit to the department my annual report of commercial information, for Congress, for the year ended September 30, 1863, in which will be seen that scarcely any changes have taken place in this island in anything affecting the interests of the United States, commercially or otherwise, since my annual report of last year.

Important changes in a place like this, where scarcely anything is produced and nothing manufactured, and where every article for domestic consumption is imported, cannot well be expected.

The productions of the island, which are indeed very limited, are chiefly wheat, oats, and barley; coffee and cotton are also cultivated, but neither to any extent.

The articles of import consist of every description of food and marine stores, mostly from England *via* Cape of Good Hope, and which are sold here at truly exorbitant prices. Productions of the United States, such as flour, salt, provisions, tobacco, timber, and agricultural implements, are brought here indirectly, as seldom American vessels come direct from the United States, from

the fact of the island producing nothing available for export holds but little inducement for direct trade in return freights. The total value of imports in St. Helena during the past year amounted to $791,000, in which but $16,060 came direct from the United States.

The custom-house tariff is as follows. No duties are imposed upon any articles except spirits, viz:

DUTIES.

	s.	d.
On spirits and cordials, per gallon, (imperial)	10	0
On wine, per gallon, (imperial)	1	9
On bottled beer, per dozen	0	9
On beer in bulk, per hogshead	10	0

But upon all other articles of import the following rate only, exacted as wharfage:

	s.	d.
For a barrel of flour	1	0
For a cask of salt provisions, jar and can of whatever description of size and measure less than 10 gallons	2	0
For every case, box, chest, bale, trunk, basket, or other package, measuring 60 cubic feet and upwards	10	0
For 30 cubic feet and under 60	5	0
For 10 cubic feet and under 30	3	0
Under 5 cubic feet	1	0
For every bag of whatever description, except rice	1	0
For every bag of rice	0	3
For guano, anchors, coals, per ton measurement	2	0
For bricks, slates, shingles, laths, per 1,000	3	0
For sheep, pigs, calves, each	1	0
For horned cattle and horses, each	5	0
For condemned vessels for demolition, per ton	1	0

For vessels discharging for repairs, one-half of the above rates.

If spirits, wines, or beer are deposited at the public warehouse to be bonded, bond must be given with sureties to three times the amount of duties in event of the same being used in the island. If exported for use at sea, no duties except wharfage is to be paid.

QUEEN'S WAREHOUSE RENT.

	s.	d.
For any pipe, puncheon, butt, or cask of any kind, equal in size or larger than a pipe, per month	1	0
For every half pipe, hogshead, or any other description of cask or keg, equal in size to or larger than ten-gallon cask, and every keg, cask, case, box, chest, trunk, crate, bale, or other package whatsoever, measuring in size equal to or larger than a six-dozen wine-chest, per month	0	4

PROHIBITIONS AND RESTRICTION.

Base or counterfeit coin, Cape brandy, arrack, Bengal rum, and aqua-ardente, and books, such as are prohibited to be imported in any part of England. No difference exists in the amount of wharfage or duties chargeable on goods in whatever vessels the same may be imported, the vessels of the United States enjoying all the rights, privileges, and immunities with respect to the colonial

tariff as those of the United Kingdom, and the local laws are by far more liberal to American whalers than to vessels of any other nation.

TONNAGE DUTY.

Upon all merchant vessels entering this port a duty of *one penny* per ton is to be paid to the collector of customs, in aid of the funds for erecting and defraying the expenses of providing and maintaining a new hospital for the accommodation of the inhabitants, merchant seamen, foreigners, and others, and also for erecting and defraying the expenses of building and maintaining a new prison. Beside this tonnage duty, an entrance and clearance fee of $2 50 constitute the total port charges.

COLONIAL REVENUE.

The total revenue of the island raised from various sources is estimated for the present year at $145,900, and of this amount $75,000 was collected at the custom-house.

ARRIVALS AT THIS PORT.

The number of arrivals of all nations at this port during the year ended this day has been 1,201, of the aggregate tonnage of 716,912; of these 91 were American, measuring 46,825 tons, most of which were laden with cargoes on British account and bound to Europe. Comparing the number of American arrivals of this year with that of last year, it will be seen that the amount of American tonnage at this port has very much decreased, owing to the fact that many American vessels have been sold to English owners; whether these sales were of a *bona fide* nature I am not at present prepared to say, but I strongly suspect that in very many cases the change of colors was only effected in order to protect the *rightful* owners from the many southern pirates visiting these waters for the diabolical purpose of destroying American property in transit from India and China. Many of our whalers, likewise, having become greatly alarmed, have either changed their course of cruising or gone home. Among the number of arrivals are also comprised 18 men-of-war, of which but 2 were United States ships, and also 5 slavers captured on the African coast, and having on arrival here 663 slaves on board; these Africans are eventually sent to the British West Indies.

QUARANTINE REGULATIONS.

No vessel on arrival is allowed to have any intercourse whatever with the shore or other vessels in the port until first visited by the health officer.

Any ship or vessel having a yellow flag hoisted at the fore-top-gallant masthead is declared to be under quarantine.

Every person being on board, or having been on board, any ship or vessel wherein disease or sickness shall prevail, to remain on board the ship or vessel, or to go to such place as may be appointed by the governor until such disease or sickness has ceased.

AMERICAN CITIZENS.

There are no American citizens, to the best of my knowledge, employed at this port either in industrial, agricultural, scientific, or commercial pursuits. The resources of the island, being limited, offer no field for the enterprise of our merchants. at least to any extent.

COLONIAL SECRETARY'S OFFICE,
St. Helena, December 2, 1862.

SIR: Having laid before the governor your letter of yesterday's date, inquiring whether vessels-of-war of the United States may purchase supplies from public warehouses duty free, I have it in command to inform you, in reply, that the privileges granted to foreign vessels-of-war at this port are, exemption from port charges and from all duties upon supplies obtained from the public bonded warehouses.

I have the honor to be, sir, your most obedient servant,

R. C. PENNEL,
Her Majesty's Colonial Secretary.

G. GERARD, Esq.,
U. S. Consul, St. Helena.

CAPE TOWN—WALTER GRAHAM, *Consul.*

October 19, 1863.

The customs' returns of the colony of the Cape of Good Hope for the first nine months of the present year I am enabled to give below complete, but without any proper analysis, because the blue book of the colony for the present year will not be published until April, 1864.

Statement showing the imports into the colony of the Cape of Good Hope for the first three quarters of the year 1863, *entered for consumption.*

1st quarter	£612,558	£533,015
2d quarter	631,768	525,538
3d quarter	541,678	507,754
Total	1,786,004	1,566,307

Exports for the same period of colonial products.

1st quarter	£466,293
2d quarter	545 413
3d quarter	501,219
Total	1,512,925

The two principal ports of the colony are Cape Town and Port Elizabeth, which compare with each other as follows:

Comparative table of imports (specie excepted) into the two ports of the colony of the Cape of Good Hope (Cape Town and Port Elizabeth) for the first three quarters of the year 1863.

Quarter.	CAPE TOWN.		PORT ELIZABETH.	
	Entered.	Entered for consumption.	Entered.	Entered for consumption.
1st quarter	£323, 828	£266, 750	£274, 172	£261, 560
2d quarter	310, 311	258, 694	301, 777	249, 406
3d quarter	249, 325	238, 191	275, 653	254, 060
Total	883, 464	763, 635	851, 602	765, 026

Table showing the exports of colonial produce for the same period.

Quarter.	From Cape Town.	Duties collected.	From Pt. Elizabeth.	Duties collected.
1st quarter	£187, 033	£30, 268	£269, 070	£30, 916
2d quarter	122, 767	28, 480	419, 170	31, 890
3d quarter	105, 716	25, 840	395, 503	28, 365
Total	415, 516	84, 588	1, 083, 743	91, 171

The above tables show the comparative importance of the eastern and western provinces of this colony in general trade, but in the American trade Port Elizabeth occupies the first place, as the following shows:

Comparative tabular statement of imports at Cape Town and Port Elizabeth from the United States for the quarter ended September 30, 1863.

	Wheat and flour.	Tobacco.	Agricult'l imp'mts.	Furniture.	Miscellaneous.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cape Town	8, 828 0 0	5, 024 0 0	.....	.....	4, 585 0 0	18, 437 0 0
Port Elizabeth	12, 968 0 0	3, 410 0 0	769 0 0	365 0 0	2, 260 0 0	19, 772 0 0
Total	21, 796 0 0	8, 434 0 0	769 0 0	365 0 0	6, 845 0 0	38, 209 0 0

Comparative tabular statement showing the exports of colonial produce from Cape Town and Port Elizabeth to the United States for the quarter ended September 30, 1863.

	Wool.	Goatskins.	Sheepskins.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cape Town	1,135 0 0	.....	175 0 0	1,310 0 0
Port Elizabeth	109,409 0 0	5,537 0 0	4,505 0 0	119,451 0 0
Total	110,544 0 0	5,537 0 0	4,680 0 0	120,761 0 0

	At Cape Town.	At Pt. Elizab'th.
	£ s. d.	£ s. d.
Total imports from the United States	18,437 0 0	19,772 0 0
Total exports to the United States	1,310 0 0	119,451 0 0
Total American trade	19,747 0 0	139,223 0 0

From the Blue Book for 1862 I have collected and condensed the following statistics for the year, which will aid in illustrating all of the foregoing tables.

Custom-house returns of exports of the colony for the year 1862.

To the United Kingdom	£1, 612, 568
" United States	280, 155
All other countries	64, 918
	1, 957, 641

Custom-house returns of imports into the colony of the Cape of Good Hope for the year 1862.

From the United Kingdom and colonies	£2, 313, 547
" United States	249, 345
" all other countries	222, 283
Total of imports for 1862	2, 785, 175

Tabular statement of some of the articles exported to the United States for the year 1862, *and their declared value.*

Aloes	£479
Argol	955
Buchu	167
Ostrich feathers	83
Hides	2, 508
Calfskins	68
Goatskins	20, 648
Sheepskins	13, 705
Specimens of natural history	20
Wine	752
Total	39, 385

Total shipment to the United States of colonial products	£278, 570
Articles of foreign production	1, 585
Total value of shipment to the United States for 1862	280, 155

Tabular statement showing the principal articles imported from the United States into the colony of the Cape of Good Hope for the year ended December 31, 1862.

Flour, wheat, corn, oats, rice, bread, biscuit	£50, 203
Wooden manufactures	10, 167
Cabinet-ware	7, 649
Tobacco, cigars, and snuff	5, 992
Hardware and cutlery	5, 650
Carriages	5, 583
Meats, (salted and cured)	5, 146
Timber	3, 415
Oilmen's stores	3, 268
Butter	2, 960
Soap	2, 621
Lamp oil	2, 313
Hops	2, 307
Staves	2, 013
Jewelry	1, 454
Sugar	1, 400
Cotton manufactures	1, 160
Deals	1, 087
Miscellaneous	124, 366
Total	238, 754

The item "miscellaneous" in the foregoing table embraces books, brushes, candles, cement, cheese, clocks, coals, confectionery, cordage, dried fruit, glass, firearms, haberdashers' ware, millinery, masts, sheet-iron, lard, leather manufactures, machinery, perfumery, saddlery, liquors, stationery, grindstones, tallow, vinegar, woollen manufactures, &c.

Tabular statement showing the number and tonnage of British and foreign ships engaged in the American trade, and of American ships that entered and cleared from the ports of the colony of the Cape of Good Hope, for the year ended December 31, 1862.

Nationality of vessels.	ENTERED.			CLEARED.		
	From—	No.	Tons.	To—	No.	Tons.
British	United States	2	579	United States	8	2, 390
American and others	Do	44	18, 579	Do	31	12, 272
Total		46	19, 158		39	14, 662
American	United States and all foreign ports.	71	38, 592	United States and all foreign ports.	61	33, 278
Do	Whaling	1	370	Whaling	1	141
Do	Coasting	2	781	Coasting	3	1, 011
Total		74	39, 743		65	34, 430

Tabular statement showing the number and tonnage of vessels of all nations engaged in the coasting and foreign trade that entered and cleared from the several ports of the colony of the Cape of Good Hope for the year ended December 30, 1862.

Ports of entries.	ENTERED.				Total of coast and foreign.		CLEARED.				Total of coast and foreign.	
	No. of coast entries.	No. of tons.	No. of foreign entries.	No. of tons.	No.	Tons.	No. of coast clear'ces.	No. of tons.	No. of foreign clear'ces.	No. of tons.	No.	Tons.
Cape Town	167	17, 221	455	218, 424	622	235, 645	180	25, 675	457	217, 383	637	243, 058
Port Elizabeth.....	47	10, 518	216	61, 020	263	71, 538	52	10, 282	214	63, 715	266	73, 997
Simon's Town.....	30	6, 168	57	39, 906	87	46, 074	22	2, 923	58	39, 172	80	42, 095
Mossel Bay.....	45	5, 731	9	1, 749	54	7, 480	48	6, 426	5	1, 092	53	7, 518
Port Beaufort.....	17	2, 563	1	237	18	2, 800	17	2, 515	.....	.....	17	2, 515
	306	42, 201	738	321, 336	1, 044	363, 537	319	47, 821	734	321, 362	1, 053	369, 183
			306	42, 201	.....	.....	....	.....	319	47, 821	.....	.....
Total of coast and	fore	ign....	1, 044	363, 537	.....	.....	....	.....	1, 053	369, 183	.....	.....

The above tables do not include the port of East London, which is a port of considerable importance in the coasting trade, and is also a port from which English vessels may clear.

Being dissevered from the general collection districts of the colony, no returns from it are published. The other ports not enumerated above are ports Nolloth, Handeklift Bay, Plattenbery Bay, Kugsna, Port Alfred, St. John's River and Port Natal. But as the trade of these ports, except Natal, is chiefly with the five ports above named, their entrances and clearances are not given in the Blue Book. A considerable coasting trade is carried on with Walmish Bay and the islands Ichaboe and Angra Pequena, which lie west of the colony.

PORT ELIZABETH.

Port Elizabeth does not appear to good advantage in the above tables, because the number and tonnage of steam vessels calling to coal is included in the Cape Town returns. The table of exports and imports for 1863, already given in this report, shows that the volume of trade at Port Elizabeth is already greater than that of any other port in the colony, or in South Africa.

HARBOR IMPROVEMENTS.

The progress of the work on the breakwater at Cape Town has been very considerable during the past year, and it is expected by the engineer in charge that the water dock will be completed in one year from this date. The inner dock will accommodate eighty ships, and will admit of their being loaded and discharged at the wharves, without the aid of lighters as at present. During the winter, while the northwestwardly winds prevail, it is now necessary for the shipmasters to hire Kyaz hawsers temporarily at considerable expense. When this charge is rendered unnecessary by the new docks and breakwater, and the occasional interruptions to discharging having ceased from the same cause, this port will, from its central location, be one of the most important in the world. It is estimated that this extensive work, for the construction of which the wharfage dues of the port are pledged, will be fully completed in three years.

The harbor works at Port Alfred (Kowie river) are well advanced towards completion. A steam-tug is employed to tow vessels over the bar, and sanguine expectations are entertained by some that the trade of the interior, centring at Grahamstown, which now finds an outlet through Port Elizabeth, will hereafter come through this new channel. It will, no doubt, give some employment to coasting vessels running between the new port and Cape Town, but it is doubtful whether it ever becomes a port for the entrance or clearance of foreign ships.

Harbor improvements are also in progress at Port Beaufort, Port Elizabeth, and Port Natal. There is a patent ship dock at Cape Town and at Simon's bay, each capable of taking on large ships for repairs.

UNIMPROVED HARBORS.

The best harbors on this coast—Saldanha and Hout bays—are as yet unimproved. Saldanha bay is well locked, capacious, and safe at all seasons, but it is not lighted, and there are no port authorities located there. There is no reliable supply of fresh water at present, but it would be easy to procure it in abundance if there was any demand for it. There are but few inhabitants in the neighborhood, and a sandy strip of land separates them from the rich grain-growing town of Malmsbury. To the latter place a railway from Cape Town is projected, and when completed this spacious harbor will in all probability be improved. On account of the concurrent testimony of so many nautical experts in its favor, the governor has determined to improve its natural advantages at an early day. Should he recommend to the home government to erect a light-house there, all other improvements will be sure to follow.

Hout bay is also well sheltered and safe, but is not so large as Saldanha bay. It is not lighted.

LIGHT-HOUSES.

Two new light-houses are in course of construction in this colony; one of them is situated on Robben island, and the other at Mossel bay. The former will be lit on the 1st of April next. A change is proposed in the position of the Manila Point and Green Point light-house in Table bay, but no decision has yet been announced.

When the two new lights first mentioned are erected, the coast will exhibit ten lights as follows, viz:

Manila Point, }
Green Point, } Table bay, (Cape Town.)
Robben island, }
Cape Point—Cape of Good Hope.
Simon's Town—Simon's bay.
Cape Agullhas.
Cape St. Blaize—by Mossel bay.
Cape Receife, } Algoa bay.
Bird island, }
Buffalo river—East London.

MARKETS.

During the last nine months there have been very large importations of breadstuffs from the United States, in a great measure forced by the high premium in America on sterling bills drawn upon London. The plethora in the supply of flour and grain thus induced brought down the market price here below New York rates, and the loss that would thus have been sustained was only in part offset by the saving in exchange. It would have been much better for shippers to have sent their vessels here in ballast, with sterling bills to pay

for the return cargoes of wool, even though the bills must have been procured in the United States at high premium. The redundancy of grain brought here lately was also in part caused by shipments from Australia and Chili. American wheat has been sold here within the last three months below $1 25 per bushel, and American flour at $5 75 per barrel.

In wool, the leading article of export, the market price is governed by American orders for unwashed wool. Whenever the price of wool falls in the London market, the slight reduction here in price consequently increases American orders, by bringing into the market a superior quality of wool capable of being entered at the custom-houses in America at the lower rate of duty; wool costng less than ninepence per pound here being admitted at a duty of five per cent. *ad valorem*, while wool costing more than ninepence sterling has to pay the high duty of three cents per pound. Washed wool is not sent to America at all, and the price of unwashed wool fluctuates only between sevenpence and eightpence and three farthings.

In the eastern provinces there is a growing demand for American carriages, labor-saving machines, and manufactures, but in the western part of the colony the "conservative" inertia is almost insurmountable, and improvements of the most palpable character pass unnoticed. This difference in the character of the population causes Port Elizabeth to take the first rank in commercial relations with the United States, while the export of wool from that port to America is so immense as to overshadow all the other ports of the colony entirely.

RAILROADS.

At present there is but one railroad line in the colony, viz: from Cape Town to Wellington, a distance of fifty-six miles; with a branch to Wynberg, nine miles. The colonial Parliament has ordered surveys for three others: one from Wellington to Worcester; another from Cape Town to Malmsbury; and a third from Port Elizabeth to Grahamstown. The two former will open up the interior grain district; and the latter will stretch to the wool-growing district of the eastern provinces.

MINING.

There are a few copper mines opened in Namaqualand, western province, and the ore is shipped at Handeklift bay; but they are not productive as yet. These are the only mines worked in the colony.

Coal has been discovered one hundred miles in the interior from Natal, and it is proposed to build a railroad to transport it to that port; but the scheme is at present only in embryo.

STEAM COMMUNICATION.

There is a regular monthly mail between Cape Town and Southampton, England, leaving Cape Town on the 20th of each month, and calling at St. Helena; and leaving Southampton on the 6th of each month for Cape Town, direct. Another monthly line (between Port Elizabeth and London) is to be established on the 1st of January next. There is also a monthly line between Calcutta and England, the vessels stopping here to coal and for mails. There is also a coasting line which runs monthly between Cape Town and Natal, and semi-monthly between Cape Town and Port Elizabeth. With the United States, the West Indies, Brazil, &c., there is no steam communication whatever; which is much to be regretted, as all letters go by way of England, and the English merchants enjoy a great advantage in the receipt of the latest news in reference to markets.

EXCHANGE, ETC.

Drafts on the United States direct are seldom negotiable here, and remittances are generally made through London, in sterling. Bankers' drafts on London are sold here at two and a half per cent. loss to the purchaser.

At the custom-house one pound sterling is reckoned as equal to five dollars in computing the *ad valorem* duties, but the duties when computed are payable in sterling.

By merchants and others the same rate is allowed when sterling is exchanged for American gold, but not so for American silver. Silver half dollars pass for only one shilling and eight pence, and quarters for tenpence. That is to say, they can be passed only everywhere in the colony at those rates, though some merchants take American silver at the rate of three shillings and ninepence to the dollar.

By the assay of the United States mint, there are four dollars and eighty-six cents' worth of gold in the sovereign; but according to the current rate of silver here, a sovereign is equal to six dollars of American silver.

AMERICAN MERCHANTS.

All the trade with the United States is transacted through the agency of British firms, with two exceptions. There is only one American firm in Cape Town long established, and another established quite recently (to introduce specialties) is doing well. There is also an American house at Port Elizabeth, but none at any other port in the colony.

There are United States consular agents at Simon's Town, Mossel bay, Port Elizabeth, and Natal. These are all in my district, which embraces all the British possessions in South Africa.

NATAL AND EAST LONDON.

The report of the consular agent at Natal is not received at this date, and I am not in possession of any data in reference to exports and imports for the last year, but I believe no American ships have called there during the year direct from the United States.

The trade of East London for the quarter ending March 30, 1863, was as follows:

Imports	£49,695
Consumption of imports	48,049
Exports	5,252

SIERRA LEONE—HENRY RIDER, *Consul.*

MARCH 20, 1863.

I have the honor to inform you that her Majesty's government at home having confirmed a treaty lately made between this colonial government and the native chiefs of the Sherbro country, in which they have ceded an immense tract of country lying between this colony and Liberia to the colonial government, all the ordinances of this colony are now in force in that country, and vessels bound to the Sherbro are required to pay the customs duties at this port before entering the Sherbro river to trade.

BELIZE—CHARLES A. LEAS, *Commercial Agent.*

MARCH 17, 1863.

I have the honor to inform you that a few days ago Governor Seymour informed me that on the next day he would send a message to the colonial house of assembly recommending the passage of a law admitting free of duty all steam and agricultural machinery, which he did, and his recommendation on yesterday was passed into a law. A considerable amount of machinery is now on its way from New York for the use of a company that is about commencing the cultivation of cotton upon a large scale in this colony, some thirty miles south of the town of Belize. They have purchased two thousand acres of the finest land in the country, and they will succeed, I doubt not, to perfection.

Another gentleman, from Boston, has secured a fine tract of land up the Belize river, upon which he also is about commencing the cultivation of cotton.

This country is most admirably adapted for the cultivation of cotton, sugar, rice, and tobacco, and will also grow coffee.

APRIL 15, 1863.

I have the honor to inform you that on the 9th instant the brig Antonio Mathé, of New York, arrived in this harbor, bringing the chief officers and a portion of the machinery of the Guatemala Company. This company, as I presume you are aware, is a joint stock company, gotten up in New York, and having for its object the constructing of a canal to connect the Guatemalian rivers of Montagua and San Francisco, which, with the deepening of those streams at certain points, is supposed to furnish navigable communication from the bay of Honduras to the city of Guatemala, from which place it is in contemplation to construct a railroad to the Pacific ocean, though this last link is not comprehended in the grant or contract between the Guatemala government and the company above alluded to.

The same company, through Mr. De Braun, its chief civil engineer, secured, about a year ago, a lease from the colonial government of ten thousand acres of land, which extends over a period of twenty years, and comprehends a section of country bounded on the north and south by Monkey and Deep rivers, and on the east by the bay of Honduras. The objects designed to be accomplished through this lease on the part of the Guatemala Company are the cutting and exporting of pine timber to New York, the rearing of the agava and other fibrous plants, with the view of extracting their fibre for exportation, and the raising and cultivating of cotton and sugar-cane; and for all these purposes the agents of the company have come here most abundantly provided with gentlemen of eminent practical abilities and machinery of the most modern character. * * * * * * * * *

The grant of land above referred to is known as Point Icacos, and is situate about one hundred miles south of the town of Belize. * * *

The harbor at Point Icacos and Deep river mouth is most admirable for all purposes. The depth of water is abundant, the anchorage good, and the protection for shipping against the storms ample. This last is mainly accomplished through the numerous islets that flank the inlet on the east. * * *

At Point Icacos, and also on Monkey river, the banks are cultivated, devoid of swamp and jungle, and where, in point of health, a settlement can safely be planted. Upon an inspection of the interior immediately behind the point, and in the rear of Point Icacos lagoon, the pine ridges were encountered, but they are not to be compared to the Carolina pine forests. The trees are for the most part small in size; indeed, too much so for practical uses. There is, it is true, here and there a fine large tree to be found, but the number is too small to make an object to expend a large amount of money in that department of the enter-

prise. But instead of an abundant supply of pine, there is plenty of Santa Maria wood, which, from its extreme hardness and durability, would, in my opinion, be even more useful for ship-building than oak. Such is also the opinion of others, whose judgment is based upon experience and personal observation. Some of this wood, when taken from a vessel built twenty-eight years ago, was found to be perfectly sound, and the bolts destitute of rust. This Santa Maria wood has not up to this period been made an article of commerce; hence my opinion that practical tests would prove that in this wood there is more money than in pine, or even mahogany. The soil on the pine ridges is sandy, overlaying a stiff clay, and could, I doubt not, be made to produce cotton in great abundance. These pine ridges are interspersed with wide-spreading meadows, or miniature savannas, covered with a thick coat of wild grass.

NOVEMBER 10, 1863.

* * * * * * * * * *

Considerable traffic is conducted with the ancient city of Peten, in Vera Paz; these goods pass up the Belize, on Hondo river, to their headwaters, whence they are conveyed across the mountains to the headwaters of the streams that make to Lake Peten, down which they go to their place of destination. But since steam communication has been commenced on the Pacific side, from Panama up the coast, and from the United States and Europe direct to the Isthmus, much of the Belize trade with the Central American countries lying on the Pacific slope has been cut off, but still a portion remains, as will be exhibited in the following table. The loss of this trade will doubtless soon be compensated for in the cultivation of sugar and cotton, and the cutting and exporting of other kinds of native wood than mahogany and logwood. There are many other woods in this country much more valuable for cabinet purposes than mahogany; for example, rosewood, ebony, satinwood, sera cota, besides many other varieties which could be used for that purpose to great advantage, and indigenous to the forests of British Honduras, but which have heretofore attracted no special attention, with the exception of pine, which some enterprising gentlemen from the United States are now engaged in cutting and exporting in a rough state, with what pecuniary advantage remains to be seen. Lumber for building purposes is, singular to say, imported from the United States, there not being a single saw-mill in the country.

The cultivation of cotton is attracting attention from some enterprising Americans, who have lately leased lands for that purpose on the Belize river and at Point Icocos; and as the soil is most admirably adapted for such cultivation, they will doubtless succeed well, so that native cotton will probably ere long form an article of export from this place. Sugar forms also, during the last four years, an article of export. Though this soil and country are capable of producing almost everything required by man, yet such is the total neglect of agriculture and manufactures that it may be almost said that nothing is grown or manufactured. All articles necessary for clothing come from Europe, and for food from the United States, with the exception of a few plantains, bananas and yams, but all the pork and flour, which are the great articles of consumption by nearly all classes, are imported from the States.

The following tabular statements will exhibit the total imports for the year 1861, and the countries which furnished the same, viz:

Total imports for 1861		$231,744 04
Of which Great Britain furnished	$149,887 00	
Jamaica	3,668 16	
Nassau	356 16	
Bay Islands	252 08	
Guatemala	3,173 08	

Spanish Honduras	$7,312 16	
United States	62,998 16	
Yucatan	4,704 04	
		$232,350 84

The principal articles imported during the year 1861 were from the United Kingdom, books, wines, soap, general merchandise, powder, tin salt, glassware, malt liquors, hardware, earthenware, and slates. The principal articles imported from the United States were wines, lumber, shingles, soap, refined sugar, spirits, tar and pitch, tobacco, general merchandise, groceries, flour, pork and beef, rice, furniture, hay, hardware, books, cigars, coffee, drugs. Guatemala furnished wines, salt, deerskins, horses and cattle, indigo, silver ore, sarsaparilla, hules, India-rubber, and cochineal. Spanish Honduras contributed wines, sarsaparilla hules, India-rubber, cigars, cocoa, tobacco, deerskins, horses and cattle, indigo, and cochineal. And from Yucatan, sponges, general merchandise, salt, hules, cigars, tobacco, rice, deerskins, cocoa, horses and cattle.

The exports for 1861 were		$292,582
Of which Great Britain received	$214,688	
Bay Islands "	4,157	
Guatemala "	9,560	
Spanish Honduras	20,959	
United States	28,702	
Yucatan	14,516	
		292,582

To Great Britain were exported:

India-rubber, cotton, shell, hides and skins, tobacco, mahogany, logwood, lignumvitæ, cochineal, cocoa-nuts, sarsaparilla, sugar, (Muscovado,) cigars, rosewood, cedar and Santa Maria wood.

To the United States:

India-rubber, indigo, skins and hides, deerskins, spices, rosewood, logwood, cochineal, old copper, old iron, lead, mahogany, and lignumvitæ.

To Guatemala:

Merchandise, gunpowder, quicksilver, wines, logwood, cocoa-nuts, provisions, spirits, lumber, and lignumvitæ.

To Yucatan:

Malt liquor, gunpowder, spirits, merchandise, and provisions.

To Spanish Honduras:

Coffee, lead, provisions, wines, merchandise, cigars, gunpowder, logwood, &c. Thus it will be seen that the total commercial movements of this colony for the year 1861 were $2,621,600, and to the United States above $458,600; the imports having been $314,990, nearly all of which were provisions, and the exports $143,510, principally mahogany, logwood, cochineal, sarsaparilla, deerskins, &c.

The general commercial movements of the states of Guatemala, Spanish Honduras, Salvador, and Nicaragua combined, amount to about $8,756,234. Hence it will be seen that the commerce of Belize is nearly one-third as great as the commerce of those four states combined, and is greater than either that of Spanish Honduras, Nicaragua, or Salvador, and within a fraction as large as that of the state of Guatemala.

The following tabular statement will show imports and exports of Belize for the year 1860, in Spanish or American dollars, and the countries from which the articles came, and to which they went, viz:

	Imports from.	Exports to.
Great Britain	$640, 400	$1, 120, 325
Jamaica	11, 490	.....
Bay Islands	215	23, 040
United States	299, 620	183, 835
Guatemala	13, 550	66, 710
Yucatan	11, 265	85, 080
Spanish Honduras	27, 775	100, 565
	1, 004, 315	1, 579, 555

The principal articles of import were malt liquors, coffee, cocoa, wines, spirits, soap, lumber, iron, hardware, dry goods, salt, cattle, American provisions, tobacco; and generally in transit, free of duty, sarsaparilla, cochineal, indigo, rawhides, metals, cocoa-nuts, cocoanut oil, dyewoods, sponge, and turtle.

The principal articles of export were mahogany, dyewoods, rosewood, lignum-vitæ, cedar, India-rubber, cocoa-nuts, cigars, metallic ores, turtle shell, sarsaparilla, cochineal, indigo, rawhides, sponge, and sugar. The first export of the latter article was 86 tons in the year 1859. There were exported during 1860, of mahogany, to Great Britain, 7,462,452 feet, to the United States, 627,514 feet, making a grand total of 8,089,966 feet.

Of logwood to Great Britain	5, 818	tons.
Do...to United States	727	"
Do...to Guatemala	117	"
Do...to Spanish Honduras	186	"
Of cedar to Great Britain	14, 748	"
Do..to United States	28, 800	"
Of fustic to Great Britain	548	"
Do..to United States	25	"
Of lignumvitæ to Great Britain	30	"
Do...to United States	64	"
Of rosewood to Great Britain	24	"

Besides, there are mahogany works established on the Spanish coast, between the Gulf of Dulce and Wanko river, on the Mosquito coast, which are supported by Belize merchants, and yielded about 1,000,000 feet, which do not appear in the above figures. In the year 1860, which may be regarded as a fair average of the commercial movements between this place and the United States, the imports from the States were: of pork, 2,398 barrels; flour, 8,923 barrels; lumber, 315,213 feet; beef, 471 barrels; cigars, 105,300; coffee, 21,452 pounds; spirits, 2,090 gallons; sugar, refined, 47,462 pounds; wines, 1,631 gallons. And the exports to the United States were: cochineal, 399 seroons; hides, 6,515 bales; indigo, 270 seroons; logwood, 724 tons; mahogany, 627,514 feet; merchandise, 22 packages; sarsaparilla, 984 bales; specie, $22,000.

The average prices of provisions, &c., for 1858, 1859, and 1860, were, for wheat flour, per barrel of 196 pounds, $9 25; beef, per pound, 12 cents; pork, per pound, 15 cents; tobacco, per pound, 25 cents; salt, per pound, 3 cents; sugar, Muscovado, 10 cents; sugar, refined, 25 cents; tea, $1 25; coffee, 25 cents.

The following will show the number of foreign vessels that entered and cleared from the port of Belize during the year 1800, and the aggregate tonnage, viz:

Great Britain	65	vessels	22,087	tons.
United States	30	"	6,566	"
Spain	1	"	259	"
Cuba	1	"	334	"
Portuguese possessions	2	"	715	"
Hanse Towns	1	"	777	"
Africa	13	"	6,538	"
Danish West Indies	12	"	4,065	"
Honduras, Spanish				
Brazil	10	"	3,415	"
Mexico	4	"	127	"
Montevideo	3	"	1,259	"

Giving a grand total of 104 vessels, with a tonnage of 34,162.

All vessels arriving at or departing from Belize are subject to the payment of pilot dues, but vessels that take in cargoes beyond the limits of the port may come in and receive a portion of cargo without the payment of tonnage dues, which are fifty cents per ton. There are a number of vessels of small draught, both British and foreign, not included in the foregoing list that are employed in the coasting trade. These qualify themselves by taking out a coasting license, which exempts them from the payment of tonnage dues. The limits of the coasting trade are defined to be along the line of the coast north and west from Belize to the port of Campeachy, in Yucatan, and south and east along the coast to San Juan del Norte or Greytown, including the Bay Islands, and in this coasting trade British coasters have no advantage over other or foreign countries. The cost of a coasting license is sixteen dollars. * * * * *

The legal currency of this colony is English sterling, but all the business is conducted in dollars and rials, the rial being valued at twelve and a half cents, or eight rials to the Spanish dollar. The pound sterling is taken at five dollars, or four shillings to the dollar.

The following statement will exhibit the duties in the colony on all foreign merchandise, as well as hospital and harbor dues, viz:

	Dolls.	*Rials.*
Cattle, neat and head	1	0
Cocoa, raw and manufactured, per 100 lbs	1	0
Coffee, per 100 lbs	2	0
Hay, per 100 lbs	0	2
Horses, mules, and asses, per head	3	0
Malt liquor and cider, per imperial gallon, or per six reputed quart bottles, with an allowance of five per cent. for breakage	0	1
Soap, per cwt	0	3
Spirits, cordials, and liquors, per imperial gallon, or per six reputed quart bottles, allowance of five per cent. for breakage	0	4
Spirits and cordials, excise at per imperial gallon	0	2
Sugar and candy, per 100 lbs	3	0
Sugar, excise, per 100 lbs	0	6
Tea, per lb	0	1
Tobacco, per 100 lbs	3	0
Tobacco, cigars, per M	3	0
Wines, in bulk or bottle, per imperial gallon, or per six reputed quart bottles; if in bottles an allowance of five per cent. for breakage	0	2
Wood, lumber, 1,000 feet	2	0
Wood, shingles, per 1,000	0	4

HOSPITAL DUES.

	Dolls.	Rials.
On vessels of every class entering from any port or place beyond the colonial limits, and not within the limits defined for granting of coasting licenses for each man, cook, or apprentice, to be paid at the time of entry	1	4
On all decked vessels and bungays of five tons and upwards entering from seaward, that is, from any port or place beyond the colonial limits, but within the limits defined for granting of coasting licenses, and not possessing such coasting licenses, for each man, cook, apprentice, or boy, to be paid at the time of entry	1	4
On all decked vessels and bungays of five tons and upwards entering from seaward, that is, from any port or place beyond the colonial limits, but within the limits defined for the granting of coasting licenses, and possessing such coasting license per month, per man, for the average crew, payable annually, by the owners or consignee, on the first day of March, or on the first entry or clearance thereafter, either for the whole of the twelve months, commencing on such first day of March, or for so much of a twelve month as may at such time have to run before the following first day of March, and to be chargeable against the wages of such seamen	0	3
And all decked vessels and bungays of five tons and upwards regularly employed in droghing or other lawful business within the limits of the colony, and not trading beyond such limits, and having no coasting license, for each man, cook, or boy, per average crew, per month, to be paid annually, by the owner, on the first day of March for the ensuing year, or as soon thereafter as may be, and to be chargeable against the wages of the seamen	0	3
On all vessels or craft other than those previously named, except vessels of five tons and upwards entering from any port or place beyond the colonial limits, but within the limits defined for the granting of coasting licenses, and not possessing such coasting license per trip on entry	1	0

WHARF DUES.

For laying alongside any public wharf or landing place for a longer period than twenty-four hours, between any two voyages, for each day or part of a day, on every bungay or boat under five tons	0	2
If 5 and under 10 tons	0	4
If 10 tons and under 20	1	0
If 20 tons and upwards	2	0
Storage on gunpowder on each barrel	1	4

And on small packages proportionably.

The trade of British Honduras could be greatly increased by energy, not only in the exportation of its valuable cabinet woods, as before stated, and which up to the present have not found a portion of the exports, and the cultivation of the soil, and the raising of stock, for home consumption, thus diminishing the amount of imports, and thereby adding greatly to the wealth of the country, but in the cultivation of those things that now grow wild, and are suffered year after year to perish and decay upon the spot that produced them. It has been shown that the cochineal exported from Belize is not the product of British Honduras, but of Guatemala, whilst the cactus, upon which the insect feeds, grows in great abundance wild upon the soil of this colony. The sarsaparilla which this place exports is also not the product of this country, but is imported from Spanish

Honduras, but it is a native also of British Honduras, growing wild, and allowed to be trodden under foot by man and beast.

The article of indigo forms a considerable item of exports from Belize, but this comes almost altogether from Salvador, whilst an abundance of the plant grows wild in all parts of British Honduras, and yet not a pound is here manufactured. Besides, all the palma christi, or castor oil plant, grows wild, and likewise the pepper from which cayenne is made, and ginger and other spices, might form a considerable trade if the cultivation and preparation were cared for. Indeed, there is here an extensive field which would yield a valuable reward for the exercising of men's energies and perseverance.

NOTE.—In addition to the specific and other taxes, there is a fixed and unalterable tax of one per cent. on all important articles, which is appropriated to the payment of certain colonial officers by virtue of a solemn agreement between the mother country and the colony on granting them a new constitution in 1853. The other annual duty for the year is 2½ per cent. for all non-enumerated articles; making, with the perpetual tax of one per cent. ad valorem on all imported articles, three and a half per cent. * * * * *

ZANTE—A. S. YORK, *Consul.*

AUGUST 3, 1863.

* * The Ionian islands possess a central position, being surrounded by countries undergoing daily great political changes. They are midway between England and the Persian Gulf, are two-thirds of the way to the Red sea, and conveniently situated to communicate with all parts of the Levant. They block up the mouth of the Adriatic sea, Greece, Constantinople, Smyrna, Alexandria, Tripoli, Tunis, Malta, Venice, Sicily, Naples, Leghorn, Genoa, Ancona and Trieste, form a belt of great towns around them at no very unequal distance. Steamers run from the Ionian islands to any of these great commercial cities in about sixty or eighty hours. Italian steamers leave the islands every week for all the commercial towns of that kingdom and Marseilles; Greek steamers go round the Ionian islands; Grecian, Turkish and English steamers touch at the islands, and at the several ports of Italy, France, Malta and England. In fine, steamers from the islands can reach Asia, Europe and Africa within a few hours, being central to those countries, and bearing strongly upon the lines of the Mediterranean commerce.

This premised, will it not be wise to cultivate the American Levant trade through the Ionian islands, especially now that the annexation with free Greece is to take place? I have every reason to hope and believe that the islands, and especially Zante, being so near the continent, would afford a good market for American produce and manufactures. Zante is pointed out for a kind of Lipari for the commerce of all the Levant.

The Ionians are expert sailors and keen traders, and drive considerable business with the Levant and Russia, which will doubtless increase with the annexation and the opening of the Suez isthmus. Their system of trading is peculiar, and affords them easy and ample means of success, without incurring great risks. A vessel is freighted thus: The owner, the master, the sailors, and all their friends, contribute in money or goods, and when the vessel is loaded they direct her course to all places where the master or crew think a demand may be found for her cargo or any portion of it. If the vessel is large, she goes to Constantinople, the Black sea, Azoff, Smyrna, Alexandria, to the coasts of Italy, &c.; and if small, she runs up a thousand little creeks and

traffics with the villages on the Greek and Dalmatian coasts; when the vessel returns, she brings another cargo, the profits of which and those of the previous one are divided and the temporary partnership dissolved. The islands, it is presumed, will become vastly important, both politically and commercially, to the whole of Europe. Why should they not be so to America? In order to corroborate my statement, and prove to American traders that they have ample means here to extend their commerce with great prospects of success, it is sufficient to say, that besides the many known resources of these islands for commerce, there are others still unknown and undeveloped.

The ancient Tyrian purple is still to be found on the shores of the Meganissi, and is still used in dying. Cotton and tobacco grow in the islands. Mines of coal, sulphur, and gold have been discovered, but left unworked for want of capital. Quarries of marble and alabaster of several qualities and colors exist, which have been left unworked for the same reason. Chiccory and licorice roots of commerce grow wild in the islands, and may be had for the gathering. Carpets of goat's hair, such as are used in the Venetian gondolas, are fabricated at Zante, but those also are abandoned. Pottery, silks, cotton, and soap are also manufactured here.

The pitch wells and grease springs of Zante are worthy of note, and perhaps of great utility, if worked; but those are also abandoned. The staple articles of the islands are olive oil, currants, and wine. The articles manufactured are a kind of cotton for peasants, silks, soap, carpets of goat's hair, and several other articles, specimens of which I will have the honor to forward to the department for general inspection.

The articles from America that would yield a good return are lumber, flour, rice, coffee, sugar, rum, furniture, hides, butter, cheese, and every other kind of provisions, codfish, salmon, ice, rosin, and every other article necessary to the comfort and maintenance of man. The actual prices of the Ionian staple articles are: *Olive oil*, (crop 1862,) $12 per barrel; for ready consignment, (crop 1863,) from $8 to $9; and $9 75 per barrel for consignments in January, 1864, and December, 1863. *Wines* from $3 to $5 per barrel, according to quality, (crop 1863.) *Currants*, none in market. The prices of the articles to be introduced here from the United States are lumber, (very high and of bad quality;) flour, $9 per barrel; rice, 5½ cents per pound; coffee, 19 cents per pound; sugar, 9 cents per pound; furniture, very high; butter, 32 cents per pound; cheese, English, 32 cents per pound; codfish, $40 per 1,000 pounds; rosin, $4 per barrel; ice never brought here. The experiment is worth trying.

Banking is also an affair worth the consideration of American capitalists. The present legal interest at the islands is 10 per cent. If the annexation takes place it will rise to 12 per cent., such being the legal interest in Greece. I have no arrivals to report. The currant and olive crops promise abundance.

Tariff on imports of the Ionian Isles.

Articles.	Scale on which duty is levied.	Duty. Ionian and privileged flags.		Duty. Foreign flags.	
		s.	d.	s.	d.
Wheat	Per kilo, or bushel of Constantinople	0	5	0	5
Pulse	do	0	3	0	0
Blacking	Per 100 pounds	6	0	6	8
Umbrellas, cotton	Each	0	3	0	4
Umbrellas, silk	do	1	6	1	8
Flour, wheat	Per 100 pounds	1	0	1	2
Corn meal	do	0	6	0	7
Oatmeal	do	2	6	2	10
Almonds	do	1	2	1	3
Charcoal	do	0	3	0	4
Pears	do	1	9	2	0
Corn	Per kilo	0	3	0	3
Silver, in bars	Per ounce	0	8	0	9
Herring, smoked	Per barrel	3	10	4	4
Herring, cured	do	2	11	3	3
Abotarack	Per 100 pounds	11	4	12	8
Codfish	do	1	10	2	0
Valonia, first quality	Per 1,000 pounds	6	7	7	4
Valonia, second quality	do	3	5	3	9
Cotton	Per 100 pounds	5	4	6	0
Cotton thread	do	9	9	10	10
Trunks	Each	1	6	1	8
Oxen	do	1	6	1	8
Calves	do	4	4	4	6
Shot	Per 100 pounds	4	0	4	6
Butter, (England)	do	8	1	9	1
Butter, (Italy)	do	4	0	4	6
Butter, (Greece)	do	2	0	2	3
Brandy	Per gallon	0	11	1	0
Oats	Per kilo	0	3	0	3
Potatoes	Per 100 pounds	0	7	0	8
Gin	Per gallon	0	11	1	0
Tongues, cured or smoked	Per 100 pounds	7	0	7	9
Plums, dried	do	1	5	1	7
Hides, wrought	do	9	9	10	10
Marochini	do	14	7	16	3
Hides, Rio or Buenos Ayres	do	6	11	7	9
Hides, salted	Each	1	1	1	3
Skins, all kinds, raw or salted	Per 100 pounds	3	5	3	9
Eels, salted	do	2	0	2	3
Olives	do	0	10	0	11
Sugar, refined	do	4	11	5	6
Sugar, brown	do	3	8	4	2
Sugar, black	do	2	6	2	10
Beer, in bottles	Per dozen	1	0	1	2
Beer, in barrels	Per gallon	0	4	0	5
Macaroni and all similar preparations	Per 100 pounds	4	11	5	6
Sheep and other small animals	Each	0	7	0	7
Twine	Per 100 pounds	8	1	9	1
Horses and mules	Each	4	4	4	4
Fish, fresh or salted	Per 100 pounds	2	0	2	0
Potashes	do	0	7	0	8
Hemp	do	3	10	4	4
Linseed	do	0	10	1	0
Walnuts	do	1	8	1	10

Tariff on imports of the Ionian Isles—Continued.

Articles.	Scale on which duty is levied.	DUTY. Ionian and privileged flags.		DUTY. Foreign flags.	
		s.	d.	s.	d.
Nails	Per 100 pounds	2	8	3	0
Copper, bars	....do	8	1	9	1
Chestnuts	....do	1	0	1	2
Coffee	....do	4	9	5	4
Tiles	Per 1,000	2	2	2	5
Wax	Per pound	0	1	0	2
Candles, tapers, spermaceti	....do	0	2	0	3
Citrons	Per 1,000	1	10	2	0
Bedsteads, iron	Each	5	6	6	2
Bedsteads, small	....do	2	9	3	1
Dates	Per 100 pounds	1	9	2	0
Carob beans	....do	0	9	0	10
Meat, salt	....do	3	8	4	1
Castadina	....do	1	10	2	0
Barley	Per kilo	0	3	0	3
Onions	Per 1,000	0	7	0	8
Oars	Per pair	0	9	0	10
Litharge	Per 100 pounds	1	9	2	0
Linseed oil	....do	4	0	4	6
Flax	....do	9	9	10	10
Flax, Alexandria	....do	4	11	5	6
Flax, other kinds	....do	4	0	4	6
Lard	....do	2	10	3	1
Lard, melted	....do	4	8	5	3
Indigo	Per pound	1	1	1	3
Wool	Per 100 pounds	3	3	3	8
Honey	....do	2	0	2	3
Apples	....do	1	5	1	7
Vermilion	....do	2	6	2	10
Lead	....do	2	5	2	9
Logwood	....do	2	5	2	9
Melons	Per 100 pieces	1	5	1	7
Peas	Per kilo	0	6	0	7
Brass	Per 100 pounds	6	4	7	1
Millstones	Per 100 pieces	2	6	2	10
Wine, foreign, the price of which is above 2*s.* 4*d.* per gallon	Per gallon	0	6	0	7
Wine, price less than 2*s.* 4*d.* per gallon	....do	1	0	1	6
Wine not foreign	....do	0	1½	0	1½
Polypus, dry	Per 100 pounds	3	6	3	11
Vinegar, foreign	Per gallon	0	3	0	4
Rice	Per 100 pounds	1	10	2	0
Biscuit	....do	1	5	1	7
Pepper, black	....do	3	8	4	1
Pepper, red	....do	2	6	2	10
Pumpkins	Per 100 pieces	1	5	1	7
Melon seed	Per 100 pounds	3	6	3	11
Hats, beaver	Each	1	4	1	6
Hats, silk	....do	0	8	0	9
Hats, other kinds	Per dozen	3	0	3	4
Bricks	Per 1,000	1	10	2	0
Liquors of every kind, (rum, gin, and brandy excepted)	Per gallon	2	0	2	4
Oranges	Per 1,000	1	10	2	0
Rum	Per gallon	0	11	1	0
Rum, when above 25 grades	....do	2	0	2	0
Salmon	Per barrel	9	0	10	

Tariff on imports of the Ionian Isles—Continued.

Articles.	Scale on which duty is levied.	Duty. Ionian and privileged flags.		Duty. Foreign flags.	
		s.	d.	s.	d.
Soap	Per 100 pounds	6	0	6	6
Sardines	do	2	9	3	1
Cuttle fish, dry	do	3	8	4	1
Sosam wine seed	do	3	3	3	8
Iron, in bars	do	1	7	1	9
Iron, in sheets	do	2	9	3	1
Iron, in hoops	do	2	2	2	5
Wheat	Per kilo	0	5	0	5
Soda	Per 100 pounds	0	7	0	8
Currants	do	1	8	1	10
Stock fish	do	1	8	1	10
Alum	do	1	10	2	0
Figs, dry	do	1	8	1	10
Rope	do	3	8	4	1
Tobacco in leaf	Per pound	0	2	0	3
Snuff and cigars	Per 100 pounds	0	3	0	4
Tea	do	0	4	0	5
Cheese, (Greece)	do	2	0	2	3
Cheese, (Messina and Sardinia)	do	3	0	3	4
Cheese, (Italy, France, England, Holland, and Parma)	do	5	4	6	0
Lentils	Per kilo	0	7	0	8
Beans, kidney	do	0	6	0	7
Corks	Per 100 pounds	3	3	3	8
Bottles	Per 100 pieces	1	2	1	3
Bottles, large	Per dozen	0	6	0	7
Caviar	Per 100 pounds	8	6	9	6
Brass, wrought	do	6	0	6	8
Watermelons	Per 100 pieces	1	5	1	7
Hams	Per 100 pounds	4	7	5	1
Paint	do	8	0	9	0
Crucibles	Per 100 bundles	3	5	3	9
Mats	Per dozen	0	10	0	11
White lead	Per 100 pounds	3	8	4	1

Tariff on exports of the Ionian Isles.

Articles.	Scale on which duty is levied.	Duty with whatever flag.
Olive oil*	Ad valorem	18 per cent.
Currants	do	Do.
Wine	do	6 per cent.
Soap	do	8 per cent.
Valonia	do	6 per cent.
Tar, pitch, tarred cordage, chains, anchors, cables, and lumber for constructing vessels	do	10 per cent. if shipped on privileged bottoms, and 12 per cent. if on foreign.
On all other productions and manufactures of these states†	Free.	

* Oil transported from one island to the other of these states pays only 7 per cent.
† All the above articles pay, besides the regular duty, 1½ per cent. road dues.

ARTICLES FREE OF DUTY.

1. Uniforms and every other article sent from England for the use of her Majesty's troops.
2. Hoops and staves, bulrush, rural instruments, eggs, plants, hens, garden seeds.
3. Chinaware, glass, and crystal, plate, crockery, and every other article for the use of the officers' mess.
4. Steam coal.
5. Licorice root.
6. Books, papers, maps, and every other printed paper, and wines from the manufactories of those States, (a.)
7. Printing articles.
8. Wheat and pulse brought by the Ionian harvest men, not more than twenty kilos each, (b.)
9. Sulphur, as long as the currant blight exists.
10. Cordage, chains, anchors, tar, pitch, lumber, and every other article for building or repairing vessels.
11. Firewood.
12. Ice.
13. Oil and currants of the Ionian states, and soap manufactured at the islands, that have paid a duty at the island of production.
14. Every other produce or manufacture of these states.

(a) Pure wine pays, according to the export tariff, 6 per cent. ad valorem, and wines manufactured at the wine factories of Zante and Cephalonia are free. This has been done to encourage the establishments which make excellent imitations of foreign wines.

(b) The Ionians leave the islands at harvest and go to Greece to reap, and for their labor they are paid in the same article they reap.

FRENCH DOMINIONS.

PARIS—JOHN BIGELOW, *Consul.*

MAY 22, 1863.

By circular No. 14, bearing date April 10, 1863, I am requested to send regularly, for the use of the "United States General Appraiser's office in New York, as often as they are printed, reports of sales, or price currents, of such products or merchandise as are exported to the United States" from this consulate. You will, perhaps, be surprised to learn that no such reports of sales or price currents are printed or have any existence within the range of this consulate. The only prices current printed in France relate to prime materials, for the most part, the sales of which are quoted at the principal seaports, and especially at Havre, Bordeaux and Marseilles. * * *

The "articles de Paris," of which the chief commerce of this consulate is composed, have no fixed price, not even in the hands of the manufacturer, and any attempt to fix a rate of prices would only mislead. The merchants and manufacturers, in the first place, would interpose every obstacle to a person seeking such information; and with all their assistance, it would be impracticable so to generalize any information they might give, as to make it of any service. Articles of the same pattern may differ greatly in value; to-day one price will be asked, and to-morrow another, and what it is finally sold for will depend upon the fancy of the purchaser as much almost as upon the prime cost of the article.

I have talked with several persons whose opinions I thought authoritative upon the subject, and all agree, first, that there are no printed rates of sales or prices current for the "articles de Paris," nor of any other except such as are reported in the Havre journals, and of sales in the stock exchange; and second, that it would take weeks of labor to prepare such a list of prices, and when made it would be utterly unreliable and valueless.

* * * To the second request contained in circular No. 14, that I would transmit to the State Department, and to the Comptroller of the Treasury, as often as once a month, the printed rates of exchange, I have to reply, that there are no printed rates of exchange with the United States, nor indeed any fixed rates, printed or unprinted. In reply to an inquiry addressed to the two leading American banking-houses here, upon this subject, I have received the enclosed letters marked, respectively, A and B, which will satisfy you of the impossibility of my making any such report as circular No. 14 evidently contemplates.

AUGUST 25, 1863.

I am in receipt of circular No. 30 of the State Department for 1862, requesting information of the means adopted in the country of my official residence for the protection of its revenues, the collection of duties in the passage of goods across the national frontiers, and in their transhipment in its ports for export to a foreign land; also the forms that are used, the rules and regulations in force, the fees charged, and other expenses incurred in its foreign revenue service.

At the earliest convenient opportunity after the receipt of this circular, I addressed to his excellency Mr. Fould, the minister of finance, a request that he would refer me to a person in the service to whom I could apply for the required information; and in a few days I was advised by a letter from the director general that Mr. Delmas, administrator of the second division of the Direction General des Douanes, was instructed to give me the information I sought.

I immediately waited upon Mr. Delmas, who, after some conversation with me upon the subject of my inquiries, in the course of which he promised me the cordial co-operation of his department, referred me to Mr. Masseron, the head of one of the bureaus.

Mr. Masseron manifested a prompt alacrity in furthering the objects of my visit, and kindly informed me that I would save myself much trouble by procuring a book prepared expressly for government use by M. A. Delandre, head of one of the bureaus—"Traite Pratique des Douanes"—which contains a full digest of all the revenue laws and regulations of France, and in which I would be likely to find nearly, if not quite, all the information I required.

I sent for Mr. Delandre's book, and found it fully to answer Mr. Masseron's description. It gives all the laws, decrees, and regulations of the revenue department of France now in force, digested and arranged conveniently for reference, and in so compact a form as almost to defy further condensation. I saw at once that, so far as the general organization of the revenue force was concerned, the definition of the duties and responsibilities of the respective officers, I could add nothing to the clearness or sufficiency of Mr. Delandre's statement. If I knew precisely the points upon which information is most needed, I might, perhaps, have gleaned it from Mr. Delandre's pages and other sources, and submitted it to you in a more compact shape. But in the absence of specific inquiries, I found that no digest or condensation would be a satisfactory substitute for this thorough and comprehensive work.

The French revenue system, like all their administrative organization, is the fruit of nearly a century's profitable experience; it is singularly logical and systematic; it has been devised and usually operated under the direction of

men of great administrative abilities, and with such singular skill that each part of it, like the features of the human countenance, seems to have such an adaptation one to the other that they must be seen all together to be properly appreciated.

I have, therefore, concluded to send you the work of Mr. Delandre, in which will be found nearly everything that can be learned from the revenue experiences of France since the days of Colbert. I also send you a complete set of forms used in the customs service, for which I am likewise indebted to the courtesy of Mr Masseron.

They are very necessary to the working of the French system, and may be studied with great advantage by those whose duty it is to provide the checks by which the accountability and responsibility of subordinates are insured. To comprehend them, however, it is first necessary to comprehend thoroughly the personal organization of the French Douanerie, for which there is no shorter method than the study of the first 300 sections of Delandre.

I also send you a little work entitled "Guide theorique et pratique du contribuable en matiere des contributions indirectes renfermant en ce qui concerne specialement les contribuables, le resume des lois, des instructions et de la jurisprudence, par J. S. Isward, controleur des contributions, directes." This is official, and contains all the practical information that can be required in regard the collection of indirect taxes not given in Delandre.

The French government collects about 2,000,000,000 francs, at an expense of about 350,000,000 of francs annually. Of the sum thus collected about 400,000,000 francs are realized from direct taxes, and the rest from indirect taxes, but the Douanerie organization is auxiliary to the collection of the whole sum.

I don't think so large an amount of revenue is collected by any government in the world with so small a loss from fraud as in France, and I attribute the fact, in a large degree, to the method by which the agents of the customs are selected, and the terms upon which they hold their places, about which I shall add a few words in addition to what a reader would be likely to gather from a perusal of these works.

The whole revenue service of this empire is under the direction of what is termed a director general, who alone, of all the officers of the customs, is in direct communication with the minister of finance.

The labor of this general director is shared by a central bureau, under the immediate orders of the director general and six divisions, each having an administrator at its head. These administrators, with the director general, who presides, form an administrative council, and regulate what is termed the central administration.

Then there is a director in each department of the empire who superintends the department service. The director general, the administrators at the head of each division, and the directors at the head of each department, are the only officers connected with the customs department who receive their appointment directly from the head of the state. They, however, and all their subordinates, are appointed for life, or until their age entitles them to a pension and retreat.

They never commence their career in any of the superior grades, but have to be promoted to them, as the reward of continued faithful service through lower grades. All the officers below the minister of finance have to commence their career of service as clerk in a bureau at a salary of from 800 to 1,000 francs—say $160 to $300 a year, according to the class they are found qualified to enter, upon examination, or in the still lower grade of préposé, or overseer, on a salary of from $150 to $160. To this there are no exceptions.

The present director general, M. Barbier, has passed through all the grades, commencing as simple préposé des brigades in the direction at Strasbourg, on a salary in those days of only 650 francs, about $130 a year. From préposé de

brigade of the second class, he was advanced to the first class. He then became brigadier of the different classes successively; then lieutenant of the third, second, and first classes in succession; then captain of the third, second, and first classes respectively; then sub-inspector, then inspector, and so on up through every grade, remaining in each at least one year, until he finally, at sixty years of age, reached his present exalted position of director general, councillor of state, and commander of the legion of honor.

No political influence or favor, no revolution in the government, interferes with this law of promotion. Even in the revolution of 1848 no modifications whatever were made in the personnel of the Douanes. Mr. Grétérin, who had risen from the position of a simple clerk in a bureau by which he was appointed in 1830, was director general in 1848, and remained such until he retired in 1857, when he was succeeded by Mr. Barbier.

The political vicissitudes of the government have no more appreciable influence upon the selection of the revenue agents than upon their promotion. No candidate is received under eighteen nor over twenty-five years of age in the bureau service, nor in the out-door service, except in certain inferior employs, and upon terms which do not affect the general policy. On presenting himself, the postulant must produce proofs of his age; that he is a Frenchman; that his moral character is unexceptionable; that he is exempt from any physical deformity; and that he has the necessary means of supporting himself during the period that may elapse after he is accepted before a vacancy occurs, till when he receives no pay. This period is termed his "supernumeriat," which is at least of one year's duration. On producing these vouchers he is sent to a special committee, designated each year by the director general, for examination as to his education and other aptitudes for the service. The programme by which he is tested is as follows:

1. He writes a page from dictation on unruled paper, without any external aid in correcting the orthography.
2. He copies the same page.
3. He is required to give a grammatical analysis of part of the text thus copied.
4. He is examined on the four first rules of arithmetic, the theory of proportions, and the solution of various problems of elementary arithmetic.
5. He is examined on the metrical system.
6. He is required to prepare inventories and tables after a given model.
7. To answer various questions in physical geography and politics.
8. To write a letter or note on a given subject. After this is finished, the postulant is further examined upon any matters to which he may have given special attention, especially on the living and dead languages, law, chemistry, natural history, drawing, &c.

The results of the examination of each postulant are reduced to writing, and all the trial papers produced during the session—which commences at 8 in the morning and closes at 4 in the afternoon—are annexed to the report, which concludes with a written statement of the reasons for or against inscribing the name of the postulant on the list of candidates. This list, when completed, is sent to the director general to assist him in preparing his list of candidates most deserving of promotion, which is submitted annually to the minister, accompanied with all the documents necessary to enlighten him as to their respective qualifications.

The number of supernumeraries never exceeds a twentieth of the whole number employed in the bureaus, and a preference is always given, other things being equal, to the sons of persons of good standing already in the service.

The supernumeriat never lasts less than a year; during which period the successful candidate is detailed for service either in the bureau of the central administration, in the bureaus of directions, or in the principal receiving bu-

reaus, to await a vacancy, when his services will begin to receive compensation. The mode of examination which I have described is designed exclusively for candidates entering the bureau or sedentary, whether in Paris or the departments. For admission to the brigadier active service there is no supernumeriat, and the terms of admission are less rigorous, inasmuch as the service exacts a lower grade of accomplishments. The organization of brigades is based upon a general system of surveillance to prevent fraud and contraband; it consists of a single line of post or brigades, as they are termed, along the sea-coast, and a double line on the frontier. To each brigade is assigned a determined tract to guard, called his penthiere, or beat. The brigades are composed of captains, lieutenants, brigadiers, sub-brigadiers, overseers, packers, weighers, storekeepers, boatmen, &c.

To be admitted to the brigades it is necessary to be a Frenchman, twenty years of age at least, and not more than twenty-five, except those who have been soldiers, who may be twenty-nine, if they apply the year of their leaving the army. The sons of persons in the service are sometimes received as young as eighteen, in capacity of sailors and overseers on half voyages; but their service before twenty does not count towards their retirement, and the number of such can never exceed two per cent. of the effective force of the brigade.

The postulants must produce certificates of good conduct, either from the mayor of the place where they usually reside, or from the regiment in which they have served, and a preference is given to persons who have served in the army or navy. They are visited by a physician in the presence of a captain of the revenue service, who gives a certificate as to their physical condition, their instruction and their intelligence, and such guarantees of their morality as are to be found in their social relations and past habits and position. They must know how to read and write, although, in the case of simple marines, the standard of clerical accomplishments is not very high; they must also be unmarried. Persons entering the brigades or active service cannot compete for places in the bureau or sedentary service, which leads to the highest grades of the service, until they have reached the grade of sub-inspector; but any accomplishments they bring into the brigade service will count in their promotion to this point, as well as to their subsequent promotion, so that no person begins in so low a position that he cannot aspire to the highest, and he is encouraged constantly by the example and success of those who have preceded him, as in the case of the present director general, who, as I have already stated, entered the brigade service as simple préposé or overseer.

The compensation both in the active and sedentary service is small for the first few years, never amounting to $200 a year; but the young officer knows that a respectable support is secured him for life if he is faithful and diligent, and whether he preserves or loses his health and that his widow will be provided for if he dies a married man; he knows also that his promotion will depend upon his efficiency.

The hierarchical system of promotion in the French service is insisted upon with inflexible rigor. No one advances to a superior grade without having served at least two years in an inferior grade, nor to a superior class of the same grade without at least one year's service in the inferior class.

At the beginning of every six months the sedentary inspectors or sub-inspectors, and the principal receivers, address to the division inspector an "Etat," or list of the officers under their orders who seem to possess the necessary qualifications to pass into a more elevated class, or to be promoted to a superior grade. For a model of these "Etats," see the blank hereunto annexed, marked A, which is designated in the official series of blanks as serie E, No. 82. I had it filled out with the "Etat" of a single employé-verificateur, in order to render it more intelligible. In this list they state in a precise, though summary way, whether, in their opinion, the employé deserves promotion on account of

the length or distinction of service. The division inspector, on the receipt of these lists, prepares a similar table for his arrondissement, which he addresses to his director, accompanied with the "Etats" of the principal receivers and sub-inspectors, and his own observations and recommendations in regard to the officers under his order. Finally the director transmits these "Etats" to the administration, with what is termed an "Etta General," containing his views of the merits and demerits of the candidates recommended for promotion, and a special "Etat" to embrace the clerks in his bureau entitled to promotion. These "Etats" relate exclusively to the bureau service. A similar system of reports is required through the proper hierarchy for the brigade service.

At the end of each year the director general makes a list of the vacancies which are expected to occur during the following year, and another of all those who have been found to possess the qualifications for promotion. This list is sent to the minister, and when a vacancy occurs in any of those places, very few in number, the nomination to which is made by the Emperor or the minister of finance, the director general selects three candidates from the list referred to for promotion, and the minister selects one of the three for the vacancy. If in an extraordinary case there should seem to be occasion to make an exception in favor of some person not on the promotion list, whose services merited immediate recompense, the exception must be made the subject of a special decree, and the reasons for it assigned in writing by the minister. No nomination, however, is ever made by the director general, or by any one below him, of any person not on the "Etats" No. 82; thus every man's promotion mainly depends upon the impression his official conduct leaves upon those superior officers with whom he is in immediate contact, and who have the best means of appreciating him.

As an additional precaution, and for the better enlightenment of the director general, on the 1st of January, of each year, the inspectors, sub-inspectors, and principal receivers prepare what are termed *signelements morcaux* in regard to all persons under their immediate orders, who had received their commission from the director general, or from the minister. These reports are expected to state with exactness and impartiality whether the employé has received a liberal education; if he has initiative discernment, firmness, deliberation; the grade of classic and administrative instruction; as to his administrative conduct; if he is zealous—assiduous; if his private life is creditable to the administration; as to the position of his family; if he is married or single; if he has children; and what, if any, other charges; the extent of his personal resources; if he merits promotion; if he will accept it in any department of the service—in Algeria and the colonies, for example, and to what grade he is equal; and, finally, for what sort of employ he possesses special aptitudes. It is expected that those should be especially named in this list toward whom the opinions of their superiors may have undergone a favorable change, in order that the previous records may not stand in the way of their future promotion, more especially if made from bad motives or without discrimination.

Further to assist the authorities in reaching accurate conclusions in regard to their agents, a system of annotations or conduct record has been adopted, since 1802, which has been productive, it is said, of the happiest effects. A register is kept by every officer in command in the active or out-door service, who receives his appointment from the directors, of whom there are 31. In these registers an annotation is made of any grave negligence in the service; any want of subordination to superior officers, or lack of respect to the public; any infraction of rules against passing the frontier, entering cabarets unnecessarily; drunkenness or any scandalous conduct, outside of those more serious offences which involve dismissal from the service, degradation, or surrender to the officers of justice. These annotations are transmitted hierarchially to the captain. The captain, after verifying the facts, sends it, with his remarks, to the inspector, who

sends it back to him with authority to inscribe the annotation against the offender, if he finds the facts justify it; if not, he reserves his decision until he makes his next tour of inspection in that division.

If the annotation is subscribed, and while it remains, the subject of it is incapacitated for competing for promotion, and excluded from participation in certain gratifications, amounting to some 300,000 francs a year, which are divided among certain classes in the active service. A first annotation can only be removed by six months of unexceptionable conduct, the second by a year's, and the third by fifteen months. The overseer who receives a fourth annotation for an offence similar to the one which provoked the preceding annotations forfeits his commission, and for a second offence he is sent to a post of smaller pay, if there is any. The brigadier is degraded for the third annotation, on account of the same offence.

Less offences are visited with reprimands, but the third reprimand in the course of the same year provokes an annotation. Thus it happens that every six months from the day a young man enters the service, until he leaves it, a careful record is made of every change in his conduct, calculated to affect his value as a public servant. He is judged and reported upon every year or two by different persons, so that he never can be for any considerable period the victim of unjust prejudice, or the object of an undeserved partiality. Officers who make these reports are rendered cautious in their judgments, by the risk they run of having them reviewed each successive year by officers of a higher grade, and of more consideration as the subject of them is promoted. These records remain as testimony, not only for or against the officer reported upon, but for or against the fairness, the discrimination and the vigilance of the officers reporting. Thus every official phase of every man's career in the revenue service of France, for nearly a century, can be turned to and verified at a moment's notice, and the judgments of his superiors brought to a test, which furnishes the highest possible guarantee against prejudice and favoritism. Thus the faithful servant of the government is secure, not only of a permanent position, that cannot be seriously affected by any political vicissitudes; but he also has a prospect of promotion according to his merits, depending in the least possible degree upon political influence and personal favor. For this security he can afford to accept comparatively moderate compensation.

The emoluments of the French revenue officer are scarcely half what are enjoyed by officers of the same grade in the United States; and yet, reckoning the cost of procuring the commission, and the uncertainty of retaining it, the United States officer is not nearly as well paid as the French. Here is a list of the salaries paid to officers of the central administration in France. I give the amount in dollars, at the rate of five francs to the dollar:

Director general, $6,000 a year.
Administrators, $2,400 a year.
Heads of bureaus, four classes, $1,800, $1,600, $1,400, $1,200 a year.
Sub-heads of bureaus, four classes, $1,100, $1,000, $900, $800 a year.
Principal clerks, $700, $600, $540 a year.
Expeditionaries, $480 to $24.

In the departmental service the salaries range as follows:

Directors, four classes, $2,400, $2,000, $1,800, $1,600; directors' clerks, divided into three grades of two classes each, receive from $600 down to $200, according to their rank; inspectors, in three classes, receive, respectively, $1,200, $1,000, $900; the sub-inspectors, also composed of three classes, receive $700, $600, $500; the receivers, divided into seven classes, receive salaries ranging from $1,200 to $500, and the assistant receives from $480 to $200; the comptrollers, consisting of four classes, receive from $600 to $480; the verifiers, in three classes, receive from $440 to $320, less the visitors, $200; the captains

receive from $480 to $400; the lieutenants, from $320 to $240; brigadiers, $200 to $190; sub-brigadiers, from $180 to $170; overseers or preposés, sailors, &c., $160 to $150; storekeepers, $200 to $180.

The receipt of any sort of present or gratuity in recompense for their services, except from the state, is strictly prohibited; and any person guilty of the offence is visited with a fine, and in some cases with imprisonment.

Besides these salaries, the officers of the French customs and their widows are further secured against the contingencies of the future by retiring pensions.

At the age of 60, and after 30 years' service, a right to a retiring pension, *par ancienneté*, as it is called, is complete. Those who have been 15 years in the active, as distinguished from the sedentary service, can retire at 55 years of age, after 25 years' service. In case of inability to discharge his duty from moral or physical causes, the full term of service is not required as a condition of being retired. The pension is based upon the average of regular emoluments received and enjoyed by the candidate for the six years preceding his application. The pension is one-sixteenth of the average pay for each year of service, except in case of 25 years in the active service, when a small percentage is added. In no case can the pension exceed three-fourths of the average pay, nor the following maximums:

Pay $200 and under, $150; pay $202 to $480, two-thirds of the average pay, not to go below $150; pay $480 to $640, $320; pay $640 to $1,600, half the average pay; pay $1,600 to $1,800, half the average pay, $800; pay $1,800 to $2,100, half the average pay, $900; pay $2,100 to $2,400, half the average pay, $1,000; pay above $2,400, half the average pay, $1,200.

As a partial indemnity to the state for these pensions, each officer bears a light tax every year upon his salary while he is in the service. All the laws and regulations upon this subject will be found in Delandre's, No. 98 to 113, inclusive.

Such is the system by which France trains a class of picked men for her revenue service from their early manhood, profits by the labors of the best years of their lives, and, by all the experience and skill which they possess and acquire during the twenty or thirty years they are in her employ, by a well-digested system of compensations and discipline contrives to weed out all who prove unprofitable, and at an expense far below what the same service could be procured for in any private business, to provide herself with a corps of from 20,000 to 30,000 men remarkable in every respect for their intelligence, their efficiency, and their fidelity.

I have been at particular pains to inform myself in regard to the fidelity of the service, and what, if any, kind of corruption prevailed in any of its departments. I was assured by Mr. Masseron that such a thing as fraud or corruption of any kind was almost unknown. The system of inspection is so rigorous, the reports so frequent, and the consequences of fixing an act of corruption or even of neglect upon any one so fatal to him, that it is impossible for an evil-disposed officer to get up through the lower grades, where the opportunities for committing fraud are most limited, without being detected, degraded, or dismissed. Any man who has an imperfect appreciation of the value of a good character, even in matters of minor importance, will be constantly thrown back, and four annotations for the same offence dismiss him from the service. Under such a system advancement becomes impossible, except upon ample proofs of good character and capacity. I have confirmed this impression from other sources. An American gentleman, who has been largely engaged in commerce in Paris, assured me that in all the principal custom-houses of the world, of which he had had a large experience, he had found a little money, judiciously bestowed, would hasten the delivery of goods and secure other important facilities in the transaction of custom-house business; but that in France he could do nothing with money. A polite and respectful appeal to those whose service he required

was the only stimulant he had ever found of any avail. During my residence here I have never heard of a French custom-house officer being successfully approached with money, or a bribe of any sort.

The French customs service is very numerous. The following is about the force now employed:

Administrative and collective service.

Directors	31	
Clerks of direction	167	
Principals, subordinate receivers	790	
Clerks of all classes	644	
Inspectors	95	
Sub-inspectors	82	
Comptrollers	86	
Verifiers, visitors	714	
		2,609

Active or brigadier service.

Captains	279	
Brigadiers and sub-brigadiers	5,087	
Lieutenants	545	
Overseers of all classes	17,599	
Mounted men	52	
Cockswains	394	
Sailors	1,420	
		25,374
		27,983

A large force is necessary for a service conducted with so much system, and where so much work is required, for about everything that is done by any officer in command is reported to some superior in writing. It is in this way that the supervision and accountability is rendered so perfect.

But there is another reason why a larger force is employed than the simple collection of the revenues absolutely requires. The revenue force of France is a military as well as civil organization. Every man in it is a soldier, and capable of taking the command to which his rank in the service entitles him. If he has not seen active service, he has at least been duly trained and disciplined to arms. The advantage of this is that the force thus employed and scattered all along the frontiers, both by land and sea, and familiar with the country, constitutes a reserve of incalculable value in case of a foreign war. It can garrison all the frontiers by land and sea, and thus liberate the whole regular army to any service to which it may be called. This actually occurred during the Italian campaign of 1860. Paris and many other parts of France were exclusively garrisoned by the revenue force. This secondary duty does not interfere with the primary duties of the service, because, till their beat is threatened with invasion, they can attend to their regular business as usual; and when that is threatened, of course all commerce across the threatened point is suspended, and the brigades are occupied in watching hostile soldiers instead of smugglers.

Permit me to conclude this report by stating my conviction that there is much in the organization of the French revenue service by which the United States might profit, and I deeply regret that my ignorance of the details of our system does not permit me to point out more specifically the lessons to be derived from it.

I may say, however, that in my judgment its greatest merits consist—1st, in the perspicuity of the tenure of office, by virtue of which the country profits by the accumulated skill and experience of its servants; 2d, its system of promotions secures the most competent and faithful men for the higher and more responsible grades of service; 3d, its taking young men only into the service, and thus secures to the state the benefit of their service during the best years of their life; and, 4th, its guarantee to them a constantly improving livelihood, and, in case of accidents, provision for their families upon terms which furnish the incumbent a constant inducement to do his duty faithfully, and to render distinguished service when an opportunity is afforded to him, and in turn secures that service to the state at very advantageous rates.

Unhappily I fear none of these advantages can be grafted upon our system of quadrennial changes in the administration. The whole value of the French system depends upon the permanent tenure of the service. The moment that is rendered insecure the whole fabric crumbles to pieces; and unless some method can be devised by which those who enter the subordinate departments of the United States government can be guaranteed a similar permanence, we must pay much higher salaries, get very inferior service, waste our experience, and, withal, fall a prey to the infinite brood of frauds which inevitably result from the constant conflict between interest and duty, which our execrable practice of mutation in office engenders.

In confirmation of the high estimate I have formed of the Douanerie organization of France, it is proper that I should state that the administration has been applied to by several foreign governments, including Italy, Russia, and Turkey, for working details of its operation, and for skilled officers of the French service to aid in transplanting it to their soil. One of these officers is now in Mexico, organizing a new revenue system for that country entirely upon the French model.

OCTOBER 26, 1863.

I send you the enclosed statement, prepared by Andre Cochn at my request: Mr. Cochn is the author of a very thorough article on the financial situation of the United States, which appeared in the *Revue des Deux Monds* about a year ago, and is one of the principal financial writers in the *Temps*.

The statement which I enclose is the most intelligent account of the financial system of France I have ever seen. I hope it will prove to contain the information you desire. Its accuracy may be relied on with entire confidence.

The financial accounts of France have universal reputation for clearness and precision, which may have been legitimate at the epoch of its origin, forty years ago, but which is no longer justifiable to-day. The outlines of the budget are so surcharged with useless figures, above all for ten years past, that few people, even among the French financiers and economists, are capable of understanding them.

We have now the ordinary, extraordinary, supplementary, and special budgets, imaginary receipts and expenses since the same figures appear actively and passively, expenses which are not charged to the tax-payers' pretended receipts, which, instead of being the natural proceeds of taxation, are only disguised loans. The expenses voted provisionally are always exceeded. All this confuses the accounts in such manner that to give an exact idea of things would require a development of considerable length. I limit myself to-day to a cursory glance, taking, for example, the provisional budget voted for the approaching year, 1864.

At first glance the financial roll amounts to 2,109,000,000 francs. The following exhibits the manner of grouping these figures in the official tables:

EXPENSES.

	Francs.
1st. Ordinary budget; that is to say, expenses supposed inevitable and guaranteed by certain resources	1, 775, 144, 001
2d. Extraordinary budget	108, 015, 236
3d. Special budget	221, 934, 123
Total	2, 105, 093, 360

RECEIPTS.

	Francs.
1st. Ordinary budget	1, 780, 487, 986
2d. Extraordinary budget	108, 015, 236
3d. Special budget	221, 934, 123
Total	2, 110, 437, 345

According to this account those receipts ought to exceed the expenditures by about five millions. But, as I have already said, these official figures, considered by themselves, do not furnish a correct idea of the expenses nor of the resources of the country. To cite only a simple example, we have for the liquidation of the public debt a system which, since 1848, has operated only in a fictitious manner. There are inserted in the receipts and expenditures for the apparent redemption of the public debt sums which are neither receipts nor expenditures. Several curious things might be remarked concerning this pretended liquidation, which serves no longer for anything but to swell the debt.

The liquidation fund for 1864 amounts to 177,000,000 francs, an amount which is to be deducted from the apparent total of our budget. I am going to try to reduce the official figures to the reality.

I. EXPENSES PROVIDED AND VOTED FOR 1864.

		Francs.
The nominal total, as I have said, is		2, 105, 090, 000
After deduction for liquidation	177, 000, 000	
For the restitution of sums collected in, except drawbacks, &c., no real expenses	45, 000, 000	
		222, 000, 000
		1, 883, 090, 000

The real sum total of expenses is, then, 1, 883, 000, 000 francs.

No attention should be bestowed upon this distribution of our budget into ordinary. It is only a device in account-keeping conceived by M. Fould in endeavoring to set a limit to the continual increase of the public expenses. This remedy has availed but little.

The ordinary budget is the aggregation of expenditures which cannot be avoided, and for which positive resources are assigned.

The extraordinary budget comprises expenses which could be, but are not, avoided. The resources provided for them are only contingent. Practicably, the subtle distinction serves only to confuse the account.

Our budget of expenses may be subdivided into six chapters.

1st. Public debt and indorsements—that is to say, civil list of the sovereign, indemnity for the senate and corps legislatif, civil and military pensions, sinking fund, 590,000,000 francs.

The consolidated debt—that is to say, the interest payable by the state—figures in this total only 327,000,000 francs; but to the stock properly so called should be added other annual payments to be made under different names—floating debts, life annuities, special loans, interest on securities, &c. The real sum total of interest payable exceeds at present 400,000,000 francs; and since the conversion of the 4½ into 3 per cent. funds effected last year, an operation which has increased the nominal capital of the debt, this capital actually exceeds 12,000,000,000 francs.

2d. Service of the nine ministerial departments, 327,000,000 francs. This total comprises more than 18,000,000 francs for prisons, and less than 8,000,000 francs for public institutions.

3d. Army and navy, 483,000,000 francs. The effective force assumed to be 400,000 men, 86,000 horses, 188 armed ships, and 30,000 sailors; but, in reality, this sum total is always far exceeded. The excess of expenses is provided for by supplementary credits legalized in the succeeding year.

4th. Expenses of administration and collection of taxes and revenue, 233,451,000 francs. I shall recur to this article further on.

5th. Budget extraordinary, so called, devoted generally to works of general utility, 108,000,000 francs.

6th. Special budget, 222,000,000 francs. This budget comprises local expenses voted by the department, and commences for their proper use. The state receives the sums voted with the ordinary taxes, and transmits the funds to the localities which have voted them. This collection is quite independent of the octroi duties levied at the gates of cities.

II. RECEIPTS.

The nominal total of receipts, as well ordinary as extraordinary	2,110,237,000	frs.
But there must be deducted from this	177,005,000	
	1,933,232,000	
Furnished for the sinking fund, and, moreover	27,500,000	
	1,905,732,000	frs.

and a half, proceeding from the returns of the government forests and other contingent resources.

There remains then, as receipts proceeding from taxation, 1,806,000,000 francs.

These receipts are derived from the following resources:

1st. Direct contributions, comprising the land tax, tax upon houses, upon windows and doors, contributions upon personal effects and chattels, licenses and tax upon horses and carriages. This source affords 507,552,000 francs. The mechanism of this contribution, the manner in which it is increased by additional centimes, is a curious matter to understand.

2d. Registration of stamps, 410,000,000. Every kind of negotiation, sale or purchase of real estate, donation or testament, contract of marriage, judicial acts, bills of exchange, journals, &c., are registered or require the use of stamped papers, with tax proportioned to the sums negotiated. The imperial government, in increasing the tariffs and vigorously and rigorously collecting the taxes, has found means of compelling the registry of very considerable sums, but weighing heavily on business.

3d. Domains and forests, 54,000,000 francs. This sum, proceeding from the cutting of wood or sales of land, is not, properly speaking, a tax.

4th. Customs, not comprising salt and sugar, 88,000,000 francs. Since the commercial reform a great part of the protective duties have been abandoned, which has diminished the sum total.

5th. Salt, at the rate of 12 centimes per kilo, 34,000,000 francs. A part of this tax is appropriated to the service of the custom-house, and a part to the administration of indirect or excise taxes.

6th. Sugars, foreign, colonial, and domestic, 135,000,000 francs, at the rate of 42 centimes per kilo. Upon imported sugar the tax is collected by the custom-house service; for the domestic, by the indirect taxes service. The legislation in regard to sugar is under revision at the present time.

7th. Tax upon beverages, 204,000,000 francs, is very badly apportioned, and ought to be much more productive.

8th. Tobacco, (its manufacture and sale are monopolized by the state,) 221,000,000. This revenue is always on the increase.

6th. Postage, 69,000,000.

10th. Proceeds from various and contingent sources, monopoly of powder, Algerian revenue, proceeds of private telegraphing, &c., &c., 160,000,000 francs.

11th. Extraordinary receipts, destined for public works called extraordinary, the same corresponding with article 5th of expenses.

12th. Special receipts for the departments and communes, sums corresponding with article 6 of expenses.

III. EXPENSES OF COLLECTING TAXES AND REVENUES.

There are special administrations with regiments of employés for each kind of tax. For the observations to which this system would give rise there is no place here. I shall merely indicate results.

Table showing a consolidated statement of the revenue of France as voted for the year 1864, *with cost of collecting the same.*

Nature of tax.	Proceeds.	Expenses of collection.
	Francs.	*Francs.*
Direct tax	507,552,000	17,605,000
Registries, stamps, and domains	424,000,000	15,068,000
Forests	40,000,000	8,575,000
Customs, comprising imported salt and sugars and salt	187,378,000	67,124,000
Indirect tax, comprising domestic salt and sugar, beverages, sale of powder, &c	341,000,000	
NOTE.—For the collection of the indirect taxes and customs the two administrations are blended, and often employ the same persons.		
Tobacco	221,000,000	*66,000,000
Postages (transportation of despatches and letters)	69,000,000	58,982,000
Total	1,789,925,000	233,354,000
	233,354,000	
Net revenue of France	1,556,571,000	

* Expense of fabrication and collection.

To these different categories of taxes may be added the octroi—that is to say, the taxes collected at the gates of the towns, and for their benefit, upon the principal objects of consumption. The sum total of the proceeds of the octroi is about 160,000,000 francs, and Paris derives from this source nearly 100,000,000. There are special agents for the collection of the octroi duties.

JANUARY 9, 1864.

I have already acknowledged the receipt of despatch No. 95, from the State Department, relating to an alleged practice at the French custom-houses of opening each individual package of preserved fruits to the serious detriment of that branch of American commerce. I availed myself of the first convenient opportunity to bring the subject to the notice of M. Masserron, who is head of the bureau primarily charged with this class of reclamations, and he expressed great surprise at the allegation. He wished to know if I could inform him of any ports in which packages of preserves had been thus indiscriminately opened. I was obliged to admit that I had no information in regard to any specific case. He then stated the practice of the customs to be as follows: The consignor deposits his declaration or invoice at the custom-house. The verificateur, as he is called, whose duty it is to see that the invoice and the property correspond, designates certain packages, at his discretion, to be opened, and if he sees no ground for suspicion, the rest are allowed to pass without further trouble. If, however, the verifier finds the declaration false in any respect, he is at liberty to open every package of course.

To enable the central administration here to obtain the necessary explanations from its agents, and to enforce a more correct interpretation of the custom-house regulations, if they are liable to be departed from, M. Massaron wishes to be furnished with the details of the specific grievances, such as quantities, times, ports, &c., and he engages that we shall have the business regulated at once if there is any need of further regulation.

I will conclude by expressing my conviction that if there have been any departures here from the usage as stated by M. Massaron, the cases have been rare and altogether exceptional.

JANUARY 22, 1864.

I herewith submit what I believe to be the first statement ever made of the commercial movements from this consular district to the United States having any pretensions to completeness and accuracy.

I have owed the ability to make it mainly to the provisions of the act of the last Congress requiring a copy of each invoice to be filed with the consul who verifies it. These invoices embrace the amount and declared value of every article that has gone to the United States as merchandise since the act went into full operation, on the 1st of July last, a period of six months. It is from this source I have drawn the results I am about to communicate:

I find that the declared value of all merchandise shipped from this consular district between the 1st of July, 1863, and the 1st of January, 1864, exclusive of Champagne wines, amounts to	54, 310, 423f.
And the declared value of Champagne wines, as exported for the same period, amounts to	3, 215, 445
Making a total of	57, 525, 868

which, at the rate of 5 francs to the dollar, amounts to $11, 505, 173$\frac{3}{5}$.

A little over half of this amount is made up of dry goods, and about a quarter of what are commonly termed fancy goods.

Statement showing the declared values in francs of the exports of glassware and porcelain ware for each of the several months constituting the last half of the year 1863.

Months.	Value in francs.		Francs.
August	70,411	For French correspondents	881,792
September	100,426		268,599
October	57,782		595,080
November	70,248		362,078
December	13,772		517,584
Total	312,639		2,125,133

Tabular statement showing the value in francs of the shipment of merchandise from the consular district of Paris in each of the last six months of the year 1863 *to the United States.*

Description.	July.	August.	September.	October.	November.	December.	Total.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Dry goods	5,967,320	4,763,719	5,129,685	6,158,423	3,201,401	9,053,386	34,273,934
Stationery	58,531	56,420	100,734	65,511	84,221	114,869	480,266
Miscellaneous	234,540	464,283	350,620	683,140	405,753	644,324	2,782,660
Leather	185,549	285,005	411,438	259,010	475,432	350,392	1,966,826
Chemicals	24,929	22,422	37,430	103,633	50,751	33,320	272,485
Wines	.....	35,581	1,715	9,458	8,696	2,910	58,360
Fancy goods	2,487,634	1,698,696	3,033,830	2,230,216	3,034,865	1,973,631	14,458,872
Total value in francs	8,958,503	7,326,126	9,065,452	9,509,391	7,261,119	12,172,832	54,293,423

With a similar analysis of the invoices deposited with all the consuls in France it would be easy to arrive at much more accurate notions of the value of our present commerce with this empire than generally prevails here or elsewhere.

It is to be regretted that the act which furnished these statistical resources had not been in operation for at least a short period previous to the rebellion, that we might have had the means of demonstrating what I have no doubt would prove to be the fact, that France has never sold so largely to the United States as during the six months just closed, and that the losses which her manufacturing industry has sustained from the recent privation of cotton have not been without their compensations.

I feel that I should convey an incorrect impression of the real value of the exports of France to the United States if I left the department to suppose that the value stated in the invoices deserves to be regarded in all cases as the real value of the shipment. With some honorable exceptions, and these I am happy to say are from among the largest exporters, I have found it impossible to resist the evidence which has been produced to me, showing that a very large proportion of the goods shipped from France, I may say from every part of Europe, is invoiced at a gross undervaluation.

I will illustrate what may be regarded as the prevailing practice throughout Europe by what has been going on for years in a particular department of commerce in this district. * * * * * * *

It is the prevalent opinion, I believe, in the United States that all the genuine Champagne wine manufactured in France does not exceed three or four hundred thousand bottles, and hence that a large proportion of what is sold as such in

America is spurious, and mainly of domestic manufacture. Such persons will be surprised to learn that from my consular district alone (and large quantities are shipped from other parts of France) 1,266,897 bottles of Champagne were exported to the United States during the last six months. The invoice price of this wine, including bottles, corks, packages, commissions, inland freight, and charges to tide-water, was 3,215,445 francs. The market value of this wine at wholesale, and duty paid in the city of New York, was 9,642,862 francs.

* * * I have the data which enables me to certify with entire confidence that the difference between the declared value and the real value of the Champagne thus shipped from this district between the months of July and December last, inclusive, is moderately stated at 2,030,970 francs. Supposing the shipments for the next six months to be as much—they ought to be more, I am told, according to the usual course of trade—these figures express precisely the loss in revenue, the duty on Champagne being fifty per cent., which the government is exposed to sustain from this source the current year through a system of false invoicing which is generally practiced, and which our government has endured for an indefinite number of years. * * * It is proper here to say that manufacturers of Champagne pretend as a justification of their system of invoicing that they give precisely the cost of the wine to them; that they sell none in the neighborhood of Rhemes, where it is invoiced, but ship it to their own agents all over the world, who sell it at what price they can get, and that consequently it has no market price at the place of shipment. * * * *

As I have already stated, my ability to furnish the statistics contained in the preceding pages I owe entirely to the provisions of the act of Congress requiring a copy of the invoices to be filed with the consul who verifies them. Whatever value those statistics possess would be greatly increased by a similar, or better still, if a complete return were made from all consulates. We should then know precisely of what the imports of the country consist. * * *

HAVRE—JAMES O. PUTNAM, *Consul.*

JANUARY 17, 1863.

I have the honor to enclose herewith schedules of statistics relative to the commerce of Havre for the year 1862, and comparative tables of cotton importation into France. The culture of cotton in France is attracting some attention. From the "Nation," (Paris,) of the 8th January instant, I translate the following extract:

"The government has not lost sight of the efforts to acclimate cotton in France. These efforts are continued in some of the departments of the interior. Everything promises favorably. If the happy anticipations are realized, it will not be from our Algerian colonies alone that we shall obtain supplies of cotton, but also from some of our own departments, who will find their advantage in uniting the culture of cotton with that of the silk worm."

The present price of cotton is about sixty cents per pound for "middling." Three French ships have cleared during the year for New Orleans with my license. Six thousand six hundred and eighty-one emigrants have embarked at Havre for New York during the year.

Statement showing the imports into the port of Havre from the United States during the quarter ended December 31, 1862.

Cotton.—1,548 bales. (Remark.—The number of bales imported into Havre during the quarter from countries other than the United States, 56,373 bales.)

Breadstuffs.—56,934 bushels of wheat, 2,540 barrels of flour.

Tobacco.—1,178 hogsheads, 4,000 bales, 400 casks, of which 1,250 hogsheads arrived from the city of New Orleans.

Cocoa.—338 bags.

Spirits.—377 casks.

Coffee.—1,309 bags.

Salt meats.—50 casks of beef, 170 barrels of pork, 75 cases of hams.

Lard.—15,220 barrels, 1,189 casks.

Tallow.—138,566 pounds, 218 hogsheads, 4,786 casks.

Pearlash.—10 barrels.

Potash.—376 barrels; Petroleum oil, 13,087 barrels.

Whale oil.—417 casks.

Other articles.—605 packages of laths, 50 bales of hops, 2,814 bags of quercitron, 3 cases of furs, 3 casks of balsam, 19 bales sarsaparilla, 159 packages of whalebone, 80 maple logs, 156,872 staves.

Statement showing the imports into Havre from the United States during the year 1862.

Cotton.—1st quarter, 1,788 bales; 2d quarter, ——; 3d quarter, 408 bales; 4th quarter, 1,548 bales. Total, 3,744 bales.

Breadstuffs.—Wheat: 1st quarter, 480,000 bushels, 2d quarter, 91,236 bushels; 3d quarter, 395,391 bushels; 4th quarter, 56,934 bushels. Total, 1,023,561 bushels.

Flour.—1st quarter, 88,733 barrels; 2d quarter, 12,584 barrels; 3d quarter, 1,323 barrels; 4th quarter, 2,540 barrels. Total, 105,180 barrels.

Lard.—1st quarter, 6,055 barrels; 2d quarter, 20,192 barrels; 3d quarter, 12,843 barrels; 4th quarter, 15,220 barrels. Total, 54,310 barrels. 2d quarter, 2,748 tierces, 993 cases, and 900,000 pounds; 3d quarter, 1,189 cases and 606,422 pounds; 4th quarter, ——. Total, 2,748 tierces, 2,182 cases, and 1,506,422 pounds.

Tallow.—1st quarter, ——; 2d quarter, 1,147 casks; 3d quarter, 3,560 barrels. 679 casks; 4th quarter, 221 barrels, 218 hogsheads, 4,786 casks, 138,566 pounds. Total, 3,781 barrels, 218 hogsheads, 6,612 casks, 138,566 pounds.

Potash.—1st quarter, 415 barrels; 2d quarter, 1,226 barrels; 3d quarter, 1,038 barrels and 42,033 pounds; 4th quarter, 376 barrels. Total, 3,055 barrels and 42,033 pounds.

Beef.—1st quarter, 100 casks.

Pearlash.—1st quarter, 54 barrels; 2d quarter, 354 barrels; 3d quarter, ——; 4th quarter, 4 barrels. Total, 412 barrels.

Pork and bacon.—1st quarter, ——; 2d quarter, 2,350 casks; 10,496 barrels; 3d quarter, 25 casks, 72 barrels; 4th quarter, 170 barrels. Total, 2,375 casks, 10,738 barrels, also during the above quarters, 716 cases and 28,068 pounds.

Suet.—2d quarter, 725 barrels, 50 hogsheads, 1,161 casks, 560 cases, and 30,000 pounds.

Hides.—1st quarter, 1,227 hides; 2d quarter, 927 hides; 3d quarter, ——; 4th quarter, ——. Total, 2,154 hides.

Petroleum oil.—1st quarter, ——; 2d quarter, 5,006 barrels; 3d quarter, 730 barrels; 4th quarter, 13,087 barrels. Total, 18,823 barrels.

Whale oil.—Total, 417 casks.

Essence of coal.—508 barrels.

Beeswax.—During the year 21 casks.

Tobacco.—3d quarter, 3,540 hogsheads; 4th quarter, 1,178 hogsheads, and 4,400 bales. Total, 4,400 bales and 4,718 hogsheads.

Cocoa.—3d quarter, 636 bags; 4th quarter, 338 bags. Total, 974 bags.

Coffee.—2d quarter, 3,089 sacks; 3d quarter, 1,721 sacks; 4th quarter, 1,309 sacks. Total, 6,119 sacks.

Wool.—3d quarter, 138 bales.

Whalebone.—2d quarter, 96 packages and 19,000 pounds; 3d quarter, 800 packages; 4th quarter, 159 packages. Total, 1,055 packages and 19,000 pounds.

Sundry articles during the year.—3,840 bags quercitron, 114 bags pimento, 36 bags jalap, 19 bales sarsaparilla, 896 bags mustard seed.

Clover seed.—4th quarter, 457 casks.

321 logs of mahogany, 100 logs of cedar, 810 logs of maple, 330 bags of hair, 3,798 packages of oars, 605 packages of laths, 3 casks of balsam of Tolu, 110 blocks of copper, 485 barrels of chrome oil, 40 cases of fire-arms, 20 cases of brandy, 458 blocks of wood, 119 planks, 350,000 staves, about.

Comparative statement showing the number of vessels employed in transatlantic voyages entered and cleared at Havre in 1861 *and* 1862.

Wherefrom.	Entered.		Whereto.	Cleared.	
	1862.	1861.		1862.	1861.
New York	87	275	New York	99	215
New Orleans	6	127	New Orleans	3	41
Mobile	.....	36	Mobile	.....	4
Charleston	.....	11	Charleston	.....	1
Savannah	.....	7	Savannah	.....	2
Florida and Texas	.....	4	California	2	4
California	1	.....	Other United States ports and Canada	38	102
Other United States ports and Canada	15	19	Martinique	51	54
Martinique	34	39	Guadaloupe	42	51
Guadaloupe	46	38	Newfoundland	5	5
French Guiana	2	2	French Guiana	.....	1
Senegal and the African coast	26	15	Senegal and the African coast	22	31
Reunion	10	13	Reunion	19	18
Whale and other fisheries	3	4	Whale and other fisheries	1	1
Hayti and St. Domingo	108	82	Hayti and St. Domingo	33	29
Cuba, Porto Rico, St. Thomas, &c.	68	114	Cuba, Porto Rico, St. Thomas, &c.	75	110
Mexico and Spanish Main	30	24	Mexico and Spanish Main	35	32
Brazil	96	89	Brazil	80	89
La Plata	56	47	La Plata	50	49
South seas	47	51	South seas	42	37
India, Mauritius, &c.	48	57	India, Mauritius, &c.	16	23
Other countries	.....	4	Australia	.....	1
Total	683	1,058	Total	613	900

Statement showing the number of ships, with their tonnage, entered at Havre, from ports of the United States, the years 1858, 1859, 1860, 1861, *and* 1862.

1862.		1861.		1860.		1859.		1858.	
No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.
105	74,173	472	388,729	296	272,621	192	177,800	244	230,483

Statement showing the number of ships, with their tonnage, cleared from Havre to the United States during the same period.

1862.		1861.		1860.		1859.		1858.	
No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.
124	104,982	301	263,972	218	222,039	176	172,042	193	186,463

Statement showing the importations of cotton into France, from different countries, from the year 1857 *to* 1862, *inclusive.*

Year.	U. States.	Brazil.	Egypt.	England and other count's.	Total.
1857	392,743	7,615	21,018	59,734	481,110
1858	499,760	6,535	24,781	42,094	573,170
1859	376,419	2,374	25,812	27,685	432,290
1860	609,030	1,654	21,650	52,260	684,594
1861	520,730	922	39,760	63,188	624,600
1862	3,744	4,655	32,643	230,528	271,570

Stocks of cotton on hand December 31, *of the same years at Havre and other ports of France.*

1857	92,795 bales.
1858	141,510 bales.
1859	46,750 bales.
1860	112,425 bales.
1861	140,345 bales.
1862	59,193 bales.

MARCH 9, 1863.

I had the honor duly to receive circular No 29. The department has already been advised that oaths administered in France under a law of the United States are without legal sanction. The same is true in Switzerland, and I have little doubt in all the states of the continent.

The oath rs a mere form of declaration, its value being entirely of a moral character, and measured solely by the integrity of the party making the statement.

Oaths are little known or used in this country in business transactions; and I have for some time been of the opinion that, as a security against fraud in the case of imported goods, they were valueless except when administered to owners in our home ports.

The system of double invoices, one of which shall be undervalued, and for the custom-house, I think largely prevails. The impunity granted to false swearing on this side would seem to indicate the entry under oath at home to be the only available guarantee based upon penalties by the treaty between France and England of 1860. The security against frauds of the customs of the respective countries is in the right of pre-emption at a valuation that shall be made to the customs authorities, and five per cent. added thereto, in the event of dissatisfaction with the statement of the cost or value by the shipper or importer.

Under this decision as to oaths, what is the proper fee for legalizing the signatures of magistrates before whom invoices in the interior are verified? Is it $1, or $2? It appears to me a doubtful question, but on carefully reading the 17th section of the act of July 14, 1862, and circular No. 29, I have thought the constructions, which retains the charge of $1 the safest until otherwise advised. More especially so, as, in communicating with the Paris consulate, I learn that to be the rule adopted by Mr. Bigelow. Uniformity in the two offices seemed desirable.

The charge of $2, specified in circular No. 29, under "thirdly" and "seventhly," seemed to contemplate the case where a consul could not administer an oath, but where a magistrate might, which would be valid in the courts of the country.

In France an oath before a consul is of the same validity as when taken before a magistrate; before either it is a mere solemn form of declaration, like that provided in the old law to be made before "two merchants," but without legal sanctions.

I still, as heretofore, administer the oath to parties applying at the consulate with their own invoices.

APRIL 8, 1863.

I have the honor to transmit herewith my usual quarterly statement of the imports into Havre from the United States. It exhibits an improvement over the statement of the past year. * *

With the suspension of the cotton trade, which employs ordinarily so large a proportion of our tonnage, our commerce, although not totally suspended with Havre, has become very uncertain and comparatively insignificant.

We have a few ships arriving with tobacco and petroleum, and three or four regular packets from New York; to them may be added a few vessels from the Pacific islands with guano.

The exports to the United States *via* Havre are mostly sent to Southampton or Liverpool, there to be reshipped by the Bremen, Hamburg, or Cunard line of steamers.

It is very difficult for an American ship to secure here a return freight. The French and Bremen flags enjoy a preference, owing to the increased insurance on our own bottoms.

Statement showing the imports into Havre from the United States during the six months ended June 30, 1863.

Cotton.—Total, 1,030 bales. From other countries, and mostly East Indian, 37,914 bales.

Wheat.—Total, 187,640 bushels.

Flour.—Total, 7,146 barrrels.

Pearlash.—Total, 144 barrels.

Potash.—Total, 2,531 barrels.

Tallow.—Total 1,019,188 pounds, 9, 670 casks, and 55 hogsheads.

Lard.—Total, 1,609,877 pounds, 13,841 casks, and 1,904 cases.

Grease.—Total, 63,601 pounds and 400 cases.

Salt pork.—Total, 4,965 barrels, 82 cases, 79 casks, and 163 hogsheads.

Bacon and other salt provisions.—Total, 413,299 pounds, 4,923 cases, 5,298 barrels, 40 hogsheads, and 1,102 casks.

Beef.—Total, 50 casks.

Fish eggs.—Total, 418 barrels.

Clover seed.—Total, 659 sacks, 4,206 bags, 80 hogsheads, and 1,840 bales.

Petroleum oil.—Total, 32,574 barrels.

Whale oil.—Total, 14,280 gallons and 858 casks.

Goldsmiths' dust.—Total, 112 barrels, 40 cases, and 19 casks.
Sewing machines.—Total, 48 cases.
Silk waste.—Total, 159 bales.
Hops.—Total, 90 bags.
Tobacco.—Total, 2,650 hogsheads and 559 bales.
Oars.—Total, 2,986.
Whalebone.—Total, 3,077 bundles.
Leather.—Total, 66 casks.
Moss for beds.—Total, 562 bales.
Staves.—Total, 138,604.
Rice.—Total, 53 tierces.
Goatskins.—Total, 18 bales.
Coffee.—Total, 473 sacks.
Hides.—Total, 100 salted.

Woods, dyes, drugs, and other articles.—Total, 659 sacks, 661 bags, and 80 hogsheads quercitron bark. Total, 3 sacks, 31 bales sarsaparilla. Total, 71 sacks India-rubber. Total, 1,126 logs of maple. Total, 1,128 logs of cedar. Total, 326 logs mahogany. Total, 103 logs of walnut. Total, 630 pieces of cedar. Total, 4 casks of benzine. Total, 46 casks of mint. Total, 1 case anise-seed. Total, 8 bales of jalap. Total, 80 seroons of barks. Total, 200 bags chrome.

Spirits, ores, &c., &c.—Total, 1,755 barrels, 648 casks of alcohol. Total, 17 casks of wine. Total, 45 casks of absinthe. Total, 166 boxes of copaiva. Total, 38 barrels of tar. Total, 156 barrels of chrome ore. Total, 66 casks of copper. Total, 17 casks of silver ore. Total, 3 cases of Japan merchandise.

SEPTEMBER 30, 1863.

The number of emigrants from this port to the United States during the quarter ending September 30, 1863, was 1,691.

Statement showing the description and quantity of imports at Havre from the United States during the quarter ended September 30, 1863.

Cotton, 1,070 bales.
Wheat, 279,886 bushels.
Flour, 13,597 barrels.
Pearlashes, 169 barrels.
Potashes, 242 pounds.
Tallow, 195 hogsheads, 997 casks, and 31,082 pounds.
Lard, 4,258 casks.
Grease, 910 casks and 125 cases.
Salted pork, 405 barrels, 458 cases, 183 cases flank pieces, and 82 cases shoulders.
Hams, 3 casks.
Salted beef, 18 cases, 3 casks.
Petroleum, 7,061 barrels.
Whale oil, 80 cases, 84 casks; 7 casks spermaceti.
Fish eggs, 100 barrels.
Clover seed, 1,797 sacks.
Sewing machines, 14 cases.
Goldsmiths' sweepings, 133 barrels.
Silk sweepings, 44 bales.
Tobacco, 2,092 hogsheads and 3 cases cigars.
Oars, 1,214 unwrought.
Staves, 125,717.
Skins, 10 bales.
Coffee, 825 sacks.
Deals, 280.
Laths, 3,878 packages.
Kerosene, 24 cases.
Shoe pegs, 40 casks.
Ostrich feathers, 4 bales.
Staves for casks, 287 packages.
Quercitron bark, 1,400 sacks.
Jalap, 10 bales.
Cedar wood, 350 logs.
Black walnut, 48 logs.
Rosin, 34 barrels.
Sponge, 50 bales.
Wax, 25 cases.
Sausage skins, 50 casks.
Salted fish, 50 casks.
Cocoa, 60 sacks.
Cod liver oil, 5 cases.
Shells, 5 cases.
Chrome ore, 400 sacks.
Brandy, 24 casks.
Wine, 88 cases.

Comparative statement showing the number and tonnage of vessels arrived and departed from the port of Havre for the years 1862 *and* 1863, *with t names of the countries to and from which they sailed.*

1863.	Arrivals.		Departures.	
Countries to which and whence sailed.	No.	Tons.	No.	Ton
United States, New York	65	40,018	49	43,
United States, New Orleans	5	1,995	2	
United States, Other ports	12	6,415	7	4,
	82	48,428	58	48,
Brazil	103	31,493	69	26,
Hayti	84	20,962	29	6,
Antilles, &c., Canada	75	24,689	60	16,
Rio La Plata	75	28,298	40	18,
Peru, Chili, Mexico, &c	99	55,139	87	38,
India, China, and Australia	40	22,101	8	3,
Bourbon, Mauritius, and Madagascar	20	8,311	22	9,
Senegal, coast of Africa, and Cayenne	20	5,324	15	3,
Péché de la Bal	2	700	2	
Martinique	36	8,987	39	10,
Guadaloupe	48	12,268	31	7,
Total beyond sea	684	266,700	460	190,
Russia	34	6,146	53	9,
Hamburg	79	21,769	80	21,
Amsterdam	2	450	1	
Rotterdam	59	11,632	60	11,
Antwerp	7	1,561	15	4,
Divers northern ports	190	39,033	190	38,
Great Britain	1,234	252,893	1,310	303,
Newfoundland	------	------	1	
Portugal	47	7,349	63	10,
Spain	56	9,049	43	9,
Divers foreign ports in the Mediterranean	16	3,276	19	4,
Divers French ports in the Mediterranean	55	9,665	17	3,
Small French coasting traders	3,488	260,997	3,623	283,
Total	5,951	890,520	5,935	891,

1862.	Arrivals.		Departures.	
Countries to which and whence sailed.	No.	Tons.	No.	Ton
United States, New York	88	66,198	105	91,
United States, New Orleans	6	3,009	2	2,
United States, Other ports	11	4,966	15	11,
	105	74,173	122	104,
Brazil	95	34,133	70	27,
Hayti	101	24,844	36	8,
Antilles, &c., Canada	71	26,030	67	21,
Rio La Plata	56	20,047	29	14,
Peru, Chili, Mexico, &c	77	34,273	71	32,
India, China, and Australia	38	20,820	2	1,
Bourbon, Mauritius, and Madagascar	19	8,748	23	10,
Senegal, coast of Africa, and Cayenne	20	4,983	13	3,
Péché de la Bal	3	1,692	1	

Comparative statement—Continued.

1863.	Arrivals.		Departures.	
Countries to which and whence sailed.	No.	Tons.	No.	Tons.
Martinique	35	9,074	39	11,032
Guadaloupe	45	11,948	40	11,352
Total beyond sea	665	270,765	515	247,324
Russia	48	13,282	27	6,115
Hamburg	66	18,199	63	17,241
Amsterdam	.....	.....	.....	.....
Rotterdam	64	12,714	63	12,508
Antwerp	3	614	16	5,764
Divers northern ports	145	29,535	156	32,927
Great Britain	1,142	226,680	1,284	286,580
Newfoundland	.....	.....	1	190
Portugal	46	9,298	47	7,366
Spain	53	6,996	30	9,597
Divers foreign ports in the Mediterranean	38	9,088	13	2,254
Divers French ports in the Mediterranean	62	11,706	13	2,241
Small French coasting traders	3,951	270,759	4,126	298,564
Total	6,283	879,636	6,354	928,671

SUMMARY OF THE RULES AND REGULATIONS AND MODES OF CONVEYANCE PRESCRIBED BY THE FRENCH CUSTOMS FOR THE TRANSPORTATION OF GOODS ACROSS THE NATIONAL FRONTIERS, AND THEIR SHIPMENT IN SEAPORTS TO FOREIGN COUNTRIES.

The transit of merchandise through France is effected in two different ways, varying according to whether the same is forwarded by special railway train, or by the ordinary routes or roads of travel.

Special conveyance of goods by leaded or sealed wagons, (plombés.)

Goods for transportation from a seaport to the land frontier, if discharged from a vessel, are forwarded by special wagon and train to destination upon the simple declaration of the merchant (see Form 1*) after verification thereof as to quantity, marks, and numbers. Should the goods, however, be withdrawn from the customs warehouses, and not from on board a vessel, they are, previously to being forwarded as above, verified in every particular by the officers of the revenue. This formality is necessary to the discharge and release of the owner or consignee. (For declaration see Form 2*.)

In both of the foregoing cases an employé of the customs accompanies the merchandise to the railway depot, where it is temporarily deposited in places, or under sheds, exclusively reserved for the purpose, and, while there, is watched day and night. In certain localities wagons take the goods direct from the ship, or from the warehouses themselves, but are always escorted to the depot aforesaid by an officer of the customs.

The wagons destined for the conveyance of goods in transit are laden at the railway station under the superintendence of the customs officers, who take note of the number of packages and verify the same by the declarations (Forms 1 and 2) which they hold.

The wagons used for the above purposes are either closed or open ones, covered with tarpaulins. (Small boxes or packages are never placed on the latter.) For greater security the doors of the closed wagons are sealed or leaded,

*These forms or declarations are always made in duplicate. One remains on file at the custom-house, and the other serves as a permit, and accompanies the merchandise to the railway station.

(plombés.) Those uncovered, having tarpaulins over them, are made fast, and are effectually protected by means of ropes, likewise sealed or stamped.

A recapitulatory statement of the goods to be forwarded by special train is then made (see Form 3) by the railway officials, and is countersigned by the officers of the customs who assisted at the formation of the train, and finally deposited at the custom-house.

There are added as many declarations (Form 4) as there are lots of goods comprised in Forms 1 and 2. These latter documents are drawn and signed by the shippers and forwarders of the goods, and are countersigned by the customs authorities.

There is, lastly, another general statement subscribed by the railway company (Form 5) completing the list of indispensable vouchers and declarations to accompany the train.*

The wagons or cars containing goods in transit either form a special train or accompany an ordinary one of travellers or of free goods.

The customs possess the right of causing the train to be escorted by two of its agents, but seldom exercise it.

It sometimes happens that trains are accompanied from the place of departure to destination, and again are joined at intermediate stations, by the officers of the customs without any previous notice whatever being given to the railway company. The wagons comprising the train, on arrival at destination, must appear to the customs officials in the identical condition as when they started. If by unavoidable circumstances it should become necessary on the road to change the goods or tranship them from one car to another, this must take place in the presence of the customs officers escorting them, and if none be present, by the government commissary,† or by any other duly constituted authority, whose duty it is to seal anew such car or cars, and to draw up a report of the circumstances justifying the same, which must be transmitted to the customs at the place of destination of the goods. On arrival of the train at the frontier, the customs there established proceed to the examination of the condition of the different wagons, and if, after verification, no suspicions are entertained by the officers, the train continues its journey. When the contrary is the case, the wagons are all unloaded and a detailed inspection is made of the quantity, kinds, marks and numbers of the goods and packages. If a difference is discovered in the number of the cases, or the nature of the merchandise, a protest is immediately drawn up against the railway company, which, bound or held responsible by their recapitulating statement, (Form 5,) are subjected to a fine of 2,000 francs per package missing, or differing in kind,‡ independently of the confiscation of the wagon or car on which the fraud was perpetrated.

The French law gives to the customs the power of settling all questions of dispute without recourse to the tribunals or courts, and which, according to circumstances, exact from the party in fault a portion or the whole of the legal penalties imposed.

The frontier custom-house states the result of its verification and examination on the documents relating to and accompanying the train, and then returns the latter to the customs of the place of the departure, which absolves the parties there residing from all further responsibility, or enters suit for the payment of such fines, if any have been incurred.

The *transportation of goods from a land frontier to a seaport* is effected under the same formalities, and is governed by the same laws and regulations, differing only in some few details of form. Thus, for instance, trains arriving

*All the documents accompanying a train of goods in transit must be made in duplicate. One copy remains at the custom-house of the port of departure, and the other follows said goods to their destination, and it is delivered to the customs there.

†An officer of this rank is attached to every important station.

‡When a difference of weight is found in a package, the customs consider it as different from the one sent.

at the frontiers from a foreign country laden with merchandise in transit are not discharged; the customs, however, seal or lead the wagons, as before mentioned, and the same declarations and recapitulatory statement are required and accompany the goods to their destination, where they are subjected to the examination and inspection of the agents of the customs, who verify the seals, kinds, marks, and numbers of the packages and merchandise, and cause them to be stored at the railway station until disposed of by the consignees. Here ends the responsibility of the railroad company, and the removal of the goods is made at the risk of the merchant, who is at the same time charged with the making of the declarations prescribed for the general importation or exportation of merchandise.

All the formalities, declarations, and vouchers accompanying a train from a seaport to a land frontier are likewise necessary for the conveyance of goods from a land frontier to a seaport, and the same course of prosecution for fraud obtains.

The exportation of goods so arriving is not obligatory. The merchant enjoys the privilege of declaring and entering them for consumption, (consommation,) upon the payment of the duties, or having them stored in the warehouses of the customs until such time as he is ready to ship them.

It may be well to observe here that merchandise placed in bond can only so remain for a period of three years.

The removal of goods in transit from the railway station is effected by means of a customs permit granted to each claimant upon the latter's declaration verified. Prior to the delivery of the permit, however, the goods undergo a very rigid examination, and if any difference is discovered, either in the weight or in the nature of the merchandise, the customs immediately commence proceedings against said claimant, and apply to him, in lieu of the penalties of the laws of transit, those which govern the general importation of goods.

To prevent the accumulation under the sheds or warehouses at the railway depot of merchandise in transit, the merchant is compelled to withdraw them within *ten* days after arrival and declare them for either exportation or consumption, (consommation,) or have them placed in bond. The custom-house levies no tax on goods in transit. All the expenses of loading and unloading and handling of the cases, &c, are borne by the merchants to whom they are addressed or belong, or by the railway company to which they are confided.

The forms and declarations and the stamping of the same are likewise paid for by the merchant.

Should the necessities of the railway company prevent the conveyance of goods in transit from the land frontier to a seaport, the transhipment thereof in other wagons must take place at an intermediate station where there is a custom-house, whose officers superintend the operation, after identifying and verifying the goods. The new wagons containing them are leaded or sealed anew, and a statement of the circumstances is indorsed on Form No. 5, and signed by the custom officials, and which must accompany the train to its destination. The law further permits trains of merchandise in transit to be declared for an intermediate station.* In such cases the customs there verify the papers, vouchers, &c., accompanying the goods in like manner as if they had but arrived at a frontier place, and the merchant can either declare his merchandise for consumption or re-exportation to the frontier, or have them deposited in the public warehouse.

The system and modes of transit described above apply to the transportation of goods from one entrepot or custom-house of France to another. The transit of goods in sealed wagons is not obligatory, and, notwithstanding the immense facilities and benefits it affords, merchants are wholly at liberty to forward their goods in the usual way—that is to say, by ordinary railway trains.

* This station cannot exist but at a place where there is established a public or customs warehouse.

Ordinary modes of transportation of goods.

The conveyance of goods by railway, or otherwise than by sealed wagons and special train, both from a seaport to a land frontier and vice versa, is regulated by other laws and formalities. In such cases the customs hold responsible the forwarder of the goods.

Goods entering France by a land frontier where there is no custom-house must be immediately forwarded. Those arriving at a seaport can either be forwarded after discharge from shipboard or after being warehoused.* They must be declared in detail and according to Form 6, or 6 *bis*.† These forms or declarations must be signed by the merchant, who, at the same time, subscribes a bond or guarantee for the payment of the duties on the goods, which are then verified in every particular as to weight and kind, as if the same had been entered for the consumption, (consommation.) The cases or packages exceeding the number declared are confiscated, and a fine of 100 francs per case imposed. If the merchandise is prohibited, it is likewise confiscated, and a fine imposed of triple its value.‡ If the weight is found to surpass ten per cent. of that declared, the excess thereof is made to pay an equivalent of double its entry duty.

Where the customs discover a less number of packages than those declared, the fine exacted is 300 francs per case missing; and if the goods are of a prohibited character, a fine of no less than 1,000 francs is inflicted per case.

A deficiency in weight of goods free to entry does not, as a matter of course, subject the merchant to penalties; but a deficiency in weight of prohibited goods subjects him to a fine of 500 francs per each declaration of the same.

For differences found in the kind or quality of goods the penalty is confiscation, with a fine of 100 francs for each false declaration, and in relation to goods of a prohibited character is triple their value.

If the merchant declares a species of goods free to enter, and the customs, on examination, finds them to be *prohibited*, they are, together with the wagons, carts, ships, &c., which conveyed them, confiscated, and a fine of 500 francs imposed, when the goods are all included in one declaration. These several penalties do not preclude the merchant making false declarations, if he immediately pays the fines or gives security to do so, from forwarding his goods to destination.

It should be remembered that the French customs authorities have the right of settling all questions in dispute and to exact or waive any legal penalties.

After the confiscation of the merchandise, the packages, boxes, &c., containing the same are carefully closed and leaded or sealed, (plombés.) The rope, to the extremity of which is attached the seal or stamp, is passed over the case thus: [see original.] It is passed over the angles of the case in order to avoid the possibility of its being broken or worn asunder.

The stamping of barrels, casks, &c. is made on the heads of the same, and the rope extends to the extremity of the staves, thus: [see original.]

In regard to prohibited goods, or those liable to the payment of very heavy duties, it is required that the bales or cases containing them be doubly covered. The inner covering, or the case itself, is first leaded and then the outer one.

The customs for certain goods, those, for instance, which by their nature most invite to fraud, take a sample of them, which is afterwards enclosed in a small box and leaded. This sample, on the arrival of the goods at destination, is compared therewith. In the case of liquids, as the leading would offer but little guarantee against fraud, the administration likewise limits itself to taking a

* The importation of goods by sea in transit cannot take place but at such ports where are established customs warehouses, and in like manner the law limits the importation by land to certain fixed places.

† This declaration is transcribed on a register or record-book, (Form No. 7,) on the left page.

‡ The term "prohibited goods" applies to such goods, the duty on which is so high as to render their importation almost impossible.

sample. This custom also obtains in regard to such merchandise as is not susceptible of being packed. For such of the latter category of goods as preclude the taking of samples, (pieces of machinery, for example,) a leaden seal is placed, if possible, on some part thereof; and when this is not practicable a detailed description is made of the merchandise and inscribed on an "acquit à caution," or certificate of guarantee, the nature of which will be found described further on, (Form No. 7 *bis*.) Upon the fulfilment of the foregoing formalities the customs deliver to the merchant an "acquit à caution," or certificate of guarantee, which describes the contents of the cases to be forwarded, their marks and numbers and gross weight, as well as the nature of the goods themselves, and if of a prohibited character, their measurement. The "acquit à caution," or certificate of guarantee, mentions likewise the port or place of destination of the same, and the time accorded for its conveyance. The goods, together with the "acquit à caution," or certificate of guarantee, are then placed at the disposal of the declarant, who is at liberty to forward the same in any way he may judge fit, and even the railway, but not in sealed wagons or by special train. On the arrival of the goods at their place of exit from the country they are presented with the sample above mentioned to the officers of the customs for examination, (the "acquit à caution" serving for this purpose,) and when this formality is gone through, the goods are escorted to the extreme frontier. The "acquit à caution" is then indorsed with certificates attesting the departure of the goods as above, and is finally sent back to the customs from which it emanated, and the merchant thereupon is absolved from all further responsibility, and his bond cancelled.

In case of fraud, it is the customs at the place of departure of the goods which prosecute the forwarder. The penalties for fraud are the following, viz: If goods are abstracted and others substituted for them, the latter are confiscated and a fine of 500 francs imposed when they are described in the "acquit à caution," or certificate of guarantee, as of a prohibited character, and 200 francs if otherwise. If there is a deficiency in the quantity of the goods described as prohibited, without substitution, the fine is 500 francs; and in the case of goods free to entry thereof, are taxed with the payment of four times their duty. The deficiency in weight is attended with no penalty when the same is unimportant and can be attributed to natural causes.

When the sample mentioned above is not produced and presented to the customs officers at the frontier, and there is no reason to suspect fraud, the goods themselves are allowed to continue their journey. A new sample, however, is taken of them and is returned to the custom-house of the port or place of departure of the merchandise for examination, and the merchant is called upon to subscribe a bond or give security for the payment of the fines and penalties of the law in case fraud is afterwards discovered to have taken place.

As regards tissues, (woven articles,) which are similar to those manufactured in France, a board of inspectors attached to the bureau of the ministry of commerce (at Paris) examine the sample and determine whether the same are French or not. Their decision is immediately transmitted to the customs at the place of exit of the merchandise aforesaid, and if the same is favorable the guarantee or bond of the merchant is cancelled. If not, the customs officers indorse the fact on the merchant's "acquit à caution," or certificate of guarantee, and proceedings are commenced and the fines and penalties prescribed are imposed accordingly.

When the leading or seals of a package or case are broken, the customs at the port of exit of the goods examine the same minutely, and if suspicions are entertained the same course as for the loss of a sample is adopted. Merchandise presented at any other "bureau de sortie" or frontier custom-house than that designated in the "acquit à caution" can be forwarded out of the country with the permission of the head officer of the service. As a principle, if the conditions stipulated *as to time only* in the ("acquit à caution") certificate of

guarantee are not fulfilled, that instrument becomes null and void, and the customs have the right of refusing all verification of the goods, and can hold responsible the forwarder, but in such cases they are indulgent. They, however, rigidly examine the merchandise, and, if doubts are entertained, the same measures and precautions as for the loss of a sample are taken.

The merchant has the right of declaring his goods upon their arrival at the frontier custom-house or place of exit from the country, either for exportation or the consumption, or for deposit in the warehouse of the customs. If goods during their transit are either stolen or destroyed by fire, or lost by unavoidable circumstances, and the merchant justifies the loss or destruction by a certificate from a competent authority, the customs waive all the penalties of the law, but exact the payment of the entry duty on the goods if not of a prohibited character; and if so, their value. Merchandise in transit by the ordinary routes or roads of travel is subject to no custom-house tax, but all the expenses of transportation, &c. must be paid by the forwarder. The sealing or leading (plombage) of cases of goods is at the charge of the customs.

MARSEILLES—GEORGE W. VAN HORNE, *Consul.*

JUNE 8, 1863.

I have the honor to acknowledge the receipt of your communication of April 23, requesting a report upon the cultivation of madder.

I beg to enclose herewith such information as I have been able to gather upon this subject. My first step, after being informed as to your wishes, was to place myself in correspondence with a number of the most wealthy and enterprising cultivators of this plant.

Under the auspices of two or three of the leading merchants of this city I was enabled to address myself to those most capable of informing me fully upon the subject. Their several responses constitute my report, if report is the name for it.

My second step was endeavor to purchase some treatise upon the subject to supply any facts which might escape the notice of the cultivators. * * *

CULTIVATION OF MADDER.

Madder was cultivated for many years in Anatolic, (Asiatic Turkey,) Zealand and Flanders, ere its peculiar qualities were known in France. Notwithstanding the early privileges accorded to its culture by Louis XV, it was not cultivated for its dyeing qualities until late in the reign of that monarch. It was imported into the department Vaucluse in 1766, by John Alther, a refugee from Smyrna, who had been struck by the analogy of the climate of the latter country with that of France; but its cultivation did not attract much attention until after the annexation of the country of Avignon to the kingdom of France. It has since become the fortune of this department; its yearly exportations yielding more than twenty-five millions of francs.

Description of the plant.—The madder, *rubia tinctorum sativa*, when sown singly and near a wall, grows in stalks of three or four feet in height, and from one foot two inches to one foot five inches when sown in quantity. The stalks are square, knotty and rough. Each knot is furnished with five or six leaves, in a manner known by botanists as verticil. These leaves are long and narrow, and garnished at their borders with fine hard teeth. Branches shoot forth from the stalk immediately above these leaves, bearing on their extremities a very small flower, whose color is a greenish yellow. This flower, of one leaf only, cut at its border into four or five parts, is shaped like a cup pierced at the bottom, and contains four stamens and one pistil, of which the base, being the embryo, becomes a fruit, sometimes forming into many pomes, but oftener into

one only. This fruit, when ripe, is black and round. The roots of the madder are long and crawling, divided into several branches, ligneous, and, before they are submitted to the contact of air, yellowish, and possessing an astringent taste. The root is the only important part of the plant, for it alone contains the coloring matter. The leaves, however, are gathered when dead, and served as fodder to horses and mules.

Soil.—The madder grows in all kinds of land, but is not everywhere equally productive, or of the same quality. In dry or sandy lands, and on the hill-sides, the root remains small, produces little, and after hituration, has a very light color. The root itself, when dried in the air, is of a red orange. This quality is the least valuable, and is cultivated only for changing the tilth. The madder likes soft, light, rich, cool lands. The roots then are very abundant, grow rapidly, and, when dried in the air, have a gray color. The powder is deep and the color a dusky red.

Varieties.—In the department of Vaucluse there are two qualities of madder, arising from the difference in the quality of the soil. They are known as roses and paluds. The roses, also called alizares, grow in all strong soils, on hills and in sandy and clayed lands. Their roots are from a red orange to a grayish color. On the shores of rivers whose waters are slimy, the madder produces roots of the latter color. They are called half-*paluds.* In former times, in the middle of the department of Vaucluse were extensive swamps, (called in *patois paluds.)* made by the flow from the Fountain of Vaucluse. Subject to these floods or inundations, these lands were left to the prey of coarse grass, and were little thought of by the poor proprietors, who were only too glad to part with them at any price; but when wealth and enterprise had effected the *encaisement* of the waters of Vaucluse by drains, conduits, &c., the face of the country was changed, and the lands soon rose in value. They are now exclusively devoted to the cultivation of madder. The *roses* taken from these lands wear a very gray external appearance. The powder is dark, and the dye a dark red, owing to the carbonate of lime and carbonate alkaline, which the root extracts from the soil. These lands contain from 60 to 70 per cent. of chalk. For a long time England would not take these roots on account of the color of their powder; but now no objection is made to its appearance, whether light or dark, provided the dye produced by it is of a fine color.

It would be useless to attempt the cultivation of madder on undrained, overflowed lands; the seed would perish. Experience has proved that lands where the madder is cultivated for the first time produce a larger crop and of a better quality than where the cultivation is often repeated. Hence the quality *paluds* has somewhat diminished as the earth has become more or less exhausted of the necessary aliment, where the cultivation has not been varied. It is the usual custom to alternate with wheat, potatoes, or other crop.

Composition of the best soils.

Sand	40.8
Lime	2.3
Clay	53.5
Humus	3.4
	100

Of an inferior quality.

Sand	22.0
Lime	3.5
Clay	73.0
Humus	1.5
	100

Tilth.—When it is proposed to sow the madder in cultivated or old lands, one prepares the ground as for any other seed. Manure holds the first place in the thoughts of the cultivator.

There must be ten *metres cubes* (a little more than ten cubic yards) per *eminée*, (an uncertain measure, because varying in different departments;) and a little while before sowing, 180 pounds of oilcake. (Another correspondent says, forty one-horse loads of dung per *hectáre*, about one-half acre, and 4,400 pounds of oilcake.) New lands do not require as much manure as old.

If the land is new, it must be broken in autumn, with a large plough, and some time after *on labour de nauveau*, (cross-ploughs,) in order that the frosts of winter may render the soil pliable. In early spring it is worked again, and is generally ready for the seed in the month of March or April.

Seed.—The seed should be perfectly dry and free from fermentation. The seed of the *paluds* is much better than that of the *roses*. One may preserve it in a good state for two years by keeping it in a dry place and subjecting it to a thorough ventilation.

Sowing.—A ridge, eight or nine inches wide and one and a half inch deep, is made with the spade and sowed. At a distance of ten inches another ridge of the same size is run, having care to cover the seed of the first ridge with the earth taken from the second, and so on to the completion of the third ridge. These three ridges form a plat-band about three feet wide, separated from each other by a space one and a half feet in width, left as a path for the laborer in weeding. From this path, also, is taken the earth to cover the plants in autumn when the leaves are dead. For the sake of economy these paths are sometimes planted with potatoes, beets, &c.; but such extra plants should be put far apart.

If the earth is well pulverized, instead of the seed being sown, one had better transplant roots of the preceding year's growth, as crops attained from the plants display much finer roots than when raised directly from the seed. But if the ground is not pliable, but hard and clayey, the plants would not grow well, and possibly would not take at all; in this case, seed must be sown. An acre of madder produces seed sufficient for three or four acres of sowing.

Transplantng.—For the transplanting of roots as indicated above, ridges about three feet wide and three inches deep are made, and the roots laid therein just free from each other; and between these ridges an uncultivated space is left as in sowing.

Weeding.—The seed is sown or the roots transplanted in March, and great care must be observed in keeping the land free from weeds; the paths also being attended to in this respect.

Irrigation.—When the land is dry from drought, it will be necessary to water it by irrigating the intermediate paths if possible. Slimy water is preferable to clear water for this purpose.

Covering.—In autumn, when the plants lose their verdure and turn to a grayish tint, they must be covered with one and a half or two inches of earth taken from the paths. In the following spring the clods must be broken with a rake.

Digging.—The madder cultivated in strong dry soils may be removed in three years, and from wet lands in eighteen months. Thus the madder of the mountains requires three years to mature well, while the *paluds* may be dug in four and a half months to three years. The roots should not be extracted until the seed has been produced. Some cultivators who are pressed for the moneyed resnlts of their labors do not wait for the seed; but the madder thus prematurely gathered is of an inferior quality.

The ramifications of the stalk are first cut, dried, and thrashed for the seed The straw or refuse is saved as fodder for cattle. The roots are then dug with he spade or fork; and, as their length will average one and a half feet, it can.

be seen that their removal leaves the land in a prepared state for some other crop.

Drying.—When dug, they are spread on the *aire*, (usually a level spot of ground paved with stone or brick,) where they are dried by the action of the sun and air. When the larger roots may be easily broken, they should be heaped up so that the small tips *(petits bouts)* may become thoroughly dry. Care must be taken that this place be free from all dampness.

When the roots are sufficiently dry. they are embailed and sent to the manufacturer's, where they are stored in a well-ventilated granary. They are taken from the granary in proportion to each day's demand; and having been caused to lose fifteen or sixteen per cent. of water in a drying oven, are passed under a large mill-stone and ground to powder. The bolters keep the coarser portion for a second grinding.

Garancine.—In order to concentrate the coloring matter into a small volume, the madder is subjected to different processes. First it is washed, to cause it to lose the yellow coloring called *hauthine.* It is then boiled with fifty per cent. of sulphuric acid at 66°, so as to render the fibre soluble. Afterwards, it is again washed to cleanse it of the acid; then pressed, dried, and ground.

The water of the first washing is poured into a large basin, where it is kept some time in a state of fermentation; and when distilled produces a very strong alcohol used in the arts, and which, when rectified, may acquire a pleasant taste.

OCTOBER 12, 1863.

I have the honor to transmit herewith: 1st. The annual commercial report from Marseilles; 2d. The annual commercial report from Cette.

ANNUAL COMMERCIAL REPORT, MARSEILLES.

The condition of American commerce at this port for the year ending August 31, 1863, is shown by the following tables of exports and imports made from the manifests of all vessels arriving from and departing for the United States.

Tabular statement showing the exportations from Marseilles to the United States for the year ended August 31, 1863.

Description.	Quantity.	Value.
Almonds	Bales 2,260	$42,802
Corks	Bales 2,044	42,195
Cream tartar	Casks 144	39,773
Essences	Cases 245	15,449
Filberts	Bags 1,102	12,118
Garancine	Casks 601	146,478
Gentian root	Bales 31	1,440
Gum	Bales 443	16,250
Lead	Pigs 47,590	291,195
Lemons	Boxes 4,285	11,786
Liquors	Boxes 1,270	3,960
Licorice juice	Cases 56	1,505
Licorice paste	Cases 20	996
Madder	Casks 905	161,565
Nuts	Bales 75	1,502
Oil	Boxes 20,205	54,702
Oil	Casks 116	5,169
Pickles, preserves	Boxes 3,507	9,180
Perfumery	Boxes 95	1,739
Rags	Bales 926	12,567
Seed, anise	Bales 5	120
Seed, hemp	Bales 22	145
Soap	Boxes 19,623	53,042
Sulphur	Bales 1,330	7,301

Tabular statement—Continued.

Description.	Quantity.	Value.
Sulphur	Tons 150	$5,008
Sponge	Cases 121	11,284
Salt	Tons 250	500
Vermouth	Boxes 200	400
Verdigris	Casks 17	3,822
Wine	Casks 5,425	82,619
Wine	Boxes 1,200	2,199
Wool	Bales 26,347	1,176,748
Sundries		1,059
		2,216,578

Tabular statement showing the importations from the United States at the port of Marseilles for the year ended August 31, 1863.

Description.	Quantity.	Value.
Alcohol	Barrels 29,868	$656,964
Bacon	Cases 1,296	51,840
Beef	Barrels 772	12,352
Flour	Barrels 3,550	42,600
Grease	Barrels 1,110	33,300
Hams	Cases 129	3,800
Lard	Barrels 71,332	2,139,960
Logwood	Pounds 1,945,149	36,000
Logwood, extract	Cases 300	.....
Petroleum oil	Barrels 14,306	143,080
Pork	1,267	22,806
Quercitron bark	Casks 624	62,400
Rum	Barrels 550	22,000
Staves	651,536	75,000
Tallow	Barrels 1,421	42,630
Tobacco	Hogsheads 1,702	680,800
Wheat	Sacks 6,394	36,500
Meat, salt	Cases 1,298	51,920
Corn-shellers	80	1,700
		4,115,652

Goods imported by American ships from foreign countries.

Country.	Goods.	Value.
England	Coals	$4,160
Turkey	Wheat, 2,000 charges	16,000
Baltic	Iron bars, 5,604	10,087
Baltic	Plank, 3,000 dozen	20,000
Trieste	Staves, 91,000	6,000
Russia, Black Sea	Wheat, 3,000 charges	24,000
Trinidad	Asphaltum, 420 tons	20,000
Sierra Leone	Ground-nuts, 300 tons	24,000
Sierra Leone	Palm-nuts, 90 tons	1,200
Sumatra	Pepper, 605 tons	58,000
Russia	Sleepers, 4,500	4,500
Russia	Sleepers, 42,000	49,800
		237,747

Comparative tabular statement of all French exports for the first half of the years 1861, 1862, *and* 1863.

Description.	1863.	1862.	1861.
	Francs.	*Francs.*	*Francs.*
Silk, manufactured	203,619,334	174,628,101	157,487,888
Wool, manufactured	121,426,941	91,231,400	82,322,215
Cotton, manufactured	25,660,698	26,077,385	28,499,838
Linen and hemp, manufactured	8,579,555	6,693,220	7,996,383
Woollen thread	6,214,968	5,323,256	2,177,102
Cotton thread	471,754	528,900	490,360
Linen and hemp thread	4,067,120	1,016,528	788,943
Skins prepared	21,739,237	17,918,820	15,725,960
Skin or leather manufactured	35,971,459	27,501,491	27,984,093
Hats, felt	3,227,431	2,354,068	3,091,916
Jewelry	6,471,742	9,415,169	8,954,389
Clock-work	3,445,337	2,940,001	2,184,961
Machinery	3,762,224	3,429,703	2,931,616
Cutlery	1,386,733	1,175,772	1,024,146
Arms	8,186,305	7,538,006	9,886,800
Tools and sundry metallic works	19,447,046	17,722,865	19,855,821
India-rubber and gutta percha, manufactured, other than surgical ins'ts	1,459,000	1,215,200	1,782,716
Carriages	970,912	1,108,433	1,072,052
Toys, mercery, and buttons	44,505,232	41,336,322	42,653,578
Modes and artificial flowers	4,192,795	3,474,175	3,247,213
Furniture and other wooden manufactures	5,645,010	5,326,934	5,461,567
Glass instruments	1,442,141	1,235,048	931,016
Instruments of music	2,521,979	2,425,136	2,296,034
Confectionery	37,916,560	47,128,958	38,925,856
Sundry articles of Parisian industry	1,309,863	1,361,991	1,369,978
Books, engravings, lithographs	8,057,696	7,679,986	7,045,378
Paper and pasteboard	9,032,674	7,601,517	6,807,469
Faience and porcelain	4,808,407	7,393,415	4,103,061
Mirrors	1,887,432	1,549,267	1,755,356
Glass and crystal	9,055,658	9,791,592	8,110,785
Wines	116,634,456	111,591,504	106,092,835
Brandy, spirits, and liquors	40,688,973	27,942,234	30,498,961
Olive oil	4,875,550	3,821,600	6,486,035
Oil of grains and grasses	2,950,006	2,802,240	2,185,525
Perfumery	6,178,765	6,501,133	6,437,205
Soap, other than perfumery	3,536,340	3,061,565	2,479,945
Medicines, compounded	4,408,469	4,001,747	3,683,941
Acid, stearic, wrought	4,606,459	2,902,973	2,416,114
Sugar, refined	43,694,103	23,826,822	17,176,458
Sugar, brown, of the country	4,499,796	2,877,573	838,385
Tobacco, manufactured or prepared	1,426,736	1,678,540	423,049
Colors	3,796,200	3,649,259	3,358,055
Madder	5,651,687	8,058,204	6,731,244
Garancine	4,769,338	8,127,900	5,248,341
Salt	1,675,805	964,326	814,526
Sulphate of quinine	2,033,720	3,385,850	902,070
Tartar	3,381,985	3,535,015	2,519,349
Chemical productions	17,426,306	20,712,813	14,092,608
Gold, beaten, rolled, thread	2,528,612	2,765,631	2,044,457
Ore, of all kinds	2,600,012	2,906,457	2,664,566
Brass, pure, of the 1st fusion, beaten and rolled	2,230,862	1,650,676	2,248,938
Coal	1,741,551	1,473,318	1,508,384
Vegetables, green, salt, or preserved	1,038,594	2,450,341	1,110,304
Hops	694,715	1,382,296	970,170
Truffles, fresh, dried, and preserved	1,382,575	565,650	880,900
Thistles	983,833	775,913	930,048
Oil-cake	3,305,290	4,254,537	3,815,931
Drills	2,196,120	874,225	624,517

Comparative tabular statement—Continued.

Description.	1863.	1862.	1861.
	Francs.	*Francs.*	*Francs.*
Saffron	2,843,550	2,794,650	3,864,900
Striped	4,799,409	5,021,080	1,765,920
Cotton	13,657,352	17,769,400	18,112,820
Wood for building	14,883,907	11,048,807	11,622,309
Rosin	5,865,928	5,376,282	3,438,894
Fruit, table	3,862,258	3,805,190	7,617,033
Oleaginous seeds and fruit	3,490,412	4,693,742	2,795,915
Seeds, agricultural	5,543,139	7,397,248	4,373,895
Meats	3,718,460	2,900,878	3,549,457
Eggs, hens', and game	13,370,281	9,507,409	8,922,359
Cheese	1,957,721	1,829,142	2,044,480
Butter	14,426,643	15,598,518	15,457,682
Wool	13,778,402	12,730,692	7,321,256
Hair of all kinds	7,589,686	5,036,938	1,757,384
Feathers	7,248,940	6,860,840	5,041,325
Silk and floss silk	39,655,308	20,179,596	17,830,114
Grease	3,620,045	3,107,915	1,757,305
Horses	3,838,080	2,974,400	3,212,515
Mules	5,866,440	6,962,910	7,661,340
Cattle	7,902,431	7,772,798	8,971,077
Grain and flour	31,210,809	12,668,210	20,992,994
Farineux alimentaires	12,256,827	11,025,630	5,726,761
Other merchandise	72,002,167	55,065,159	58,213,670
Total	1,130,808,296	1,024,790,435	948,198,756

Comparative tabular statement of all French imports for the first half of the years 1861, 1862, *and* 1863.

Description.	1863.	1862.	1861.
	Francs.	*Francs.*	*Francs.*
Horses	4,918,505	4,364,952	5,292,036
Cattle	30,527,412	29,548,485	29,954,397
Meat, fresh and salt	9,055,614	3,983,004	1,348,748
Cheese and butter	6,895,611	7,385,253	7,215,894
Hides, including peltry	54,485,979	31,537,707	37,793,826
Wool	78,651,959	57,495,318	72,463,980
Hair of all kinds	3,838,722	2,693,982	3,868,470
Feathers	5,251,713	4,695,932	7,926,912
Silk and floss silk	135,775,795	112,396,767	98,431,143
Grease	25,121,215	20,121,786	4,387,668
Guano and other manures	14,013,036	7,410,906	7,074,138
Rice	5,271,048	5,936,018	9,977,608
Fruits, table	6,992,624	7,762,020	6,856,254
Oleaginous fruits, (peanuts, &c.)	7,240,299	5,569,764	4,038,372
Oleaginous seeds	24,084,941	22,995,666	28,403,098
Seeds, (sowing)	9,440,730	8,255,750	7,203,156
Olive oil	12,271,623	18,748,670	7,618,085
Oil of seeds	4,180,550	5,099,325	4,585,875
Gutta percha and India-rubber, rough	2,216,934	2,128,242	2,493,516
Sugar	73,724,498	68,572,028	61,455,001
Cocoa	4,164,519	3,742,350	3,583,650
Coffee	36,075,884	34,912,141	34 137,468
Pepper	1,583,803	1,454,250	1,328,150
Tea	989,610	763,188	618,710
Tobacco, leaf	9,882,080	8,360,190	7,389,618

Comparative tabular statement—Continued.

Description.	1863.	1862.	1861.
	Francs.	*Francs.*	*Francs.*
Wood, building	1,767,077	45,272,022	51,444,192
Horns	10,701,819	11,929,842	14,240,274
Wood, cabinet	1,715,120	2,503,852	1,856,124
Wood, dye	3,294,068	3,558,042	2,755,890
Jute	1,352,065	1,642,316	3,021,408
Hemp	1,722,589	1,768,528	3,568,850
Lint	18,972,762	14,547,916	21,135,105
Cotton	58,206,056	26,296,380	245,289,000
Madder	2,514,558	3,210,318	2,985,756
Saffron	2,739,150	3,166,572	1,516,722
Hops	1,928,080	2,541,350	1,710,800
Drill	1,161,077	1,819,992	1,953,264
Sulphur	5,417,655	4,535,120	7,295,880
Coal	50,388,252	49,782,009	54,497,159
Ore, mineral	12,099,024	11,248,530	10,476,888
Gold powder and filings	14,512,680	17,296,003	17,174,382
Iron, cast	10,987,175	11,867,471	4,903,162
Iron	3,396,080	11,770,398	944,904
Steel	1,170,627	1,461,462	818,415
Copper	17,259,781	18,075,462	24,327,314
Lead	4,795,605	4,852,702	4,406,326
Tin	4,848,023	4,802,922	4,712,575
Zinc	6,239,540	7,204,102	8,927,002
Alkali	2,154,383	1,757,064	932,604
Nitrate of potassium and kelp	3,338,717	4,485,234	2,602,035
Cochineal	1,595,256	878,400	1,840,000
Indigo	17,770,736	22,833,600	24,674,400
Essence of coals	1,373,941	1,173,941	1,014,330
Wines of all kinds	3,531,963	2,721,488	5,733,904
Brandy and spirits of all kinds	2,937,237	2,707,995	5,504,096
Beer	875,462	812,082	523,860
Crockery, fine, and earthenware	460,532	509,796	.....
Glass and crystal	410,007	356,298	206,088
Porcelain, fine and ordinary	174,532	221,736	139,122
Mirrors	140,173	169,890	125,074
Lint, hemp, and jute thread	1,282,917	2,087,695	1,699,155
Cotton thread	1,738,321	4,776,165	.....
Woollen thread	4,889,537	2,755,830	.....
Goat's hair thread	1,193,136	1,518,318	2,829,798
Tissue of lint and hemp	4,995,408	5,716,927	6,972,652
Tissue of silk and floss silk	2,099,556	4,664,052	2,106,066
Tissue of beasts' hair	3,142,175	4,376,380	3,151,110
Tissue of wool	15,842,020	23,731,226	.....
Tissue of cotton	3,417,053	10,050,304	.....
Books	1,617,211	1,453,254	1,397,136
Mats, tissues, and hats of straw and bark	4,542,429	3,652,386	3,797,892
Machinery	4,988,650	5,779,124	3,957,505
Ships in iron	1,356,302	3,499,170	.....
Clock-work	2,380,303	2,688,846	2,616,954
Tools of all kinds	784,993	1,324,680	738,900
Needles	719,564	738,832	712,080
Metallic pens	70,092	91,500	92,075
Other metallic manufactures	4,942,110	4,743,399	1,992,222
Cutlery	156,543	223,648	.....
India-rubber manufactures	805,906	736,476	438,786
Carriages	130,079	411,182	.....
Grain and flour	37,523,580	110,329,045	42,118,177
Dried vegetables and their flour	1,688,011	3,683,946	3,575,502
Sundry merchandise	122,628,550	63,110,428	115,538,950
Grand total	1,061,540,952	1,037,357,842	1,182,437,630

Tabular statement showing the number, tonnage, and crews of foreign vessels entered and cleared at the port of Marseilles, from January 1 to September 30, 1863, inclusive.

Countries.	ENTERED.								
	With cargo.			In ballast.			Total.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
Russia	108	42,662	1,825	.....	.....	.....	108	42,662	1
Sweden	11	3,346	146	.....	.....	.....	11	3,346	
Norway	26	8,438	294	.....	.....	.....	26	8,438	
Denmark	10	1,301	77	.....	.....	.....	10	1,301	
England	145	48,179	3,410	5	3,570	238	150	52,749	
Germanic Confederation	16	4,511	173	.....	.....	.....	16	4,511	
Mecklenburg	7	1,664	81	.....	.....	.....	7	1,664	
Hanse Towns	8	3,146	107	.....	.....	.....	8	3,146	
Hanover	3	317	19	.....	.....	.....	3	317	
Portugal	3	243	24	.....	.....	.....	3	243	
Spain	387	77,251	7,082	12	2,271	229	399	79,522	[illegible]
Austria	219	67,735	2,428	.....	.....	.....	219	67,735	[illegible]
Italy	854	123,336	9,074	5	1,049	115	859	124,385	[illegible]
Roman States	10	795	79	.....	.....	.....	10	795	
Greece	152	37,723	1,544	.....	.....	.....	152	37,723	1,
Turkey	6	1,049	64	.....	.....	.....	6	1,049	
United States	33	14,739	382	.....	.....	.....	33	14,739	
Brazil	1	501	14	.....	.....	.....	1	501	
Ionian Isles	6	1,348	69	.....	.....	.....	6	1,348	
Samos	1	278	11	.....	.....	.....	1	278	
Oriental	5	1,301	68	.....	.....	.....	5	1,301	
Maldo-Walaco	1	261	9	.....	.....	.....	1	261	
Jerusalem	5	907	47	.....	.....	.....	5	907	
Equatorial	1	631	17	.....	.....	.....	1	631	
	2,018	441,662	27,036	22	6,890	582	2,040	449,552	24,
France.									
Foreign trade	1,540	402,142	29,297	.....	.....	.....	1,540	402,142	29,
Colonial trade	419	122,045	7,998	.....	.....	.....	419	122,045	7,
Coasting trade	2,638	275,631	19,088	.....	.....	.....	2,638	276,631	19,
Total	6,615	1,241,480	83,419	22	6,890	582	6,637	1,250,370	81,

Tabular statement—Continued.

Countries.	CLEARED.								
	With cargo.			In ballast.			Total.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
Russia	52	16,872	898	70	29,950	1,059	122	45,822	1
Sweden	2	384	19	8	2,024	81	10	2,408	
Norway	3	2,446	94	31	9,783	354	34	12,229	
Denmark	4	434	26	6	864	51	10	1,298	
England	111	34,901	2,599	34	8,747	398	145	43,748	
Germanic Confederation	9	2,475	95	8	2,042	83	17	4,517	
Mecklenburg	6	1,648	68	2	368	21	8	2,016	
Hanse Towns	6	2,165	78	4	1,459	50	10	3,624	
Hanover	2	236	58	2	256	15	4	492	
Portugal	3	243	24	.....	.....	.....	3	243	
Spain	308	64,416	5,699	115	20,182	1,388	423	84,618	[illegible]
Austria	137	40,549	1,497	70	25,945	868	207	66,494	[illegible]
Italy	744	102,406	8,415	187	31,120	1,704	931	133,526	1
Roman States	16	1,466	113	.....	.....	.....	16	1,466	
Greece	125	26,894	1,124	30	6,809	281	155	33,703	
Turkey	6	1,081	67	.....	.....	.....	6	1,081	
United States	11	4,575	130	26	11,530	277	37	16,105	
Brazil	1	335	15	.....	.....	.....	1	335	
Ionian Isles	6	1,238	57	1	216	9	7	1,454	
Samos	2	518	21	.....	.....	.....	2	518	
Oriental	3	673	37	.....	.....	.....	3	673	
Maldo-Walaco	.....	.....	.....	2	456	17	2	456	
Jerusalem	4	609	36	.....	.....	.....	4	609	
Equatorial	1	631	17	.....	.....	.....	1	631	
	1,562	307,195	21,187	596	157,751	6,656	2,158	459,066	27,
France.									
Foreign trade	1,783	563,203	37,321	.....	.....	.....	1,783	563,203	37,
Colonial trade	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coasting trade	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	3,345	870,398	58,508	596	157,751	6,656	3,941	1,022,269	65,

Tabular statement—Continued.

Countries.	TOTAL.								
	With cargo.			In ballast.			Total.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
Russia	160	59,534	2,723	70	29,950	1,059	230	89,484	3,782
Sweden	13	3,780	165	8	2,024	81	21	5,804	246
Norway	29	10,884	388	31	9,783	354	60	20,667	742
Denmark	14	1,735	103	6	864	51	20	2,599	154
England	256	83,080	6,009	34	8,747	398	290	91,827	6,407
Germanic Confederation	25	6,986	268	8	2,042	83	33	9,028	350
Mecklenburg	13	3,312	149	2	368	21	15	3,680	170
Hanse Towns	14	5,311	185	4	1,459	50	18	6,770	235
Hanover	5	553	77	2	256	15	7	809	92
Portugal	6	486	48	.....	.....	.....	6	486	48
Spain	695	141,687	12,781	127	22,453	1,617	822	164,140	14,398
Austria	356	108,284	3,917	70	25,945	868	426	134,230	4,785
Italy	1,598	225,742	17,489	192	32,169	1,819	1,790	257,911	19,308
Roman States	26	2,261	192	.....	.....	.....	26	2,261	192
Greece	277	64,617	2,668	30	6,809	281	307	71,426	2,949
Turkey	12	2,130	131	.....	.....	.....	12	2,130	131
United States	44	19,314	512	26	11,530	877	70	30,844	789
Brazil	2	836	29	.....	.....	.....	2	836	29
Ionian Isles	12	2,586	126	1	216	9	13	2,802	135
Samos	3	796	32	.....	.....	.....	3	796	32
Oriental	8	1,974	105	.....	.....	.....	8	1,974	105
Maldo-Walaco	1	261	9	2	456	17	3	717	26
Jerusalem	9	1,516	83	.....	.....	.....	9	1,516	83
Equatorial	2	1,262	34	.....	.....	.....	2	1,262	34
	3,580	748,927	48,223	613	155,072	7,000	4,193	903,999	55,223
France.									
Foreign trade	3,323	965,345	66,618	.....	.....	.....	.....	.....	.....
Colonial trade	419	122,045	7,998	.....	.....	.....	419	122,045	7,998
Coasting trade	2,638	275,631	19,088	.....	.....	.....	2,638	275,631	19,088
Total	9,960	2,111,948	141,927	613	155,072	7,000	7,250	1,301,675	82,309

Comparative tabular statement showing the number, tonnage, and situation of American vessels at Marseilles from the year 1858 *to the first quarter of* 1863, *inclusive.*

Years.	ENTERED.				CLEARED.			
	With cargo.	In ballast.	Total.	Tonn'ge.	With cargo.	In ballast.	Total.	Tonn'ge.
1858	46	2	48	20,110	25	22	47	20,658
1859	77	8	85	37,681	26	59	85	37,207
1860	89	5	94	33,927	32	57	89	25,546
1861	74	5	79	39,760	29	65	94	33,453
1862	64	4	68	29,652	20	57	77	34,002
1863, (1st quarter)	35	.....	35	16,186	4	35	39	16,020

Comparative statement showing the situation of the French merchant service from 1852 *to* 1862, *inclusive.*

Year.	IN ALL THE PORTS OF FRANCE.		PORT OF MARSEILLES.	
	Number.	Tonnage.	Number.	Tonnage.
Dec. 31, 1852	14,456	699,256	709	69,669
1853	14,545	736,306	758	78,779
1854	14,199	784,664	778	89,975
1855	14,023	826,663	822	101,242
1856	14,449	934,657	865	122,635
1857	14,845	980,465	861	129,224
1858	14,863	983,257	830	123,052
1859	14,708	960,936	793	118,376
1860	14,608	928,099	738	110,219
1861	14,738	910,729	723	104,713
1862	.....	.....	727	105,726

COTTON.

The southern rebellion has imparted a lively impulse to the growth of cotton in the Levant, and the opinion is being entertained that nothing but care to provide good seed, coupled with European capital and enterprise, is needed to give an unlimited extension to the culture of this plant.

The following table exhibits the importations of cotton at Marseilles during the years 1860, 1861, and 1862:

Countries from whence imported.		1860.	1861.	1862.
United States	bales,	5,120	283	
Smyrna and Salonica	"	4,778	6,328	19,165
Cyprus and Syria	"	7,338	5,270	17,612
Jumel	"	20,194	36,103	27,938
Other countries	"	1,056	2,749	6,182
Total	"	38,486	50,733	70,897

It is urged that Macedonia, Antola, and Smyrna present immense surfaces appropriate to this culture; that the people already have the experience, and so long as the price remains remunerative the cultivation of cotton will not fail of extending itself from year to year.

Egypt also offers strong hopes to the European manufacturer, and it is contended that present prices will justify this cultivation in all the countries bordering the Mediterranean. An agriculturist in the department of the Gard has been quite successful in this respect; and it is believed that in the Var, and also in the eastern Pyrenees, this culture will be found most profitable.

A large company was being organized last year for the prosecution of this culture in Algeria, and the Chamber of Commerce express the opinion that "such a company, well established and wisely administered, would assure the independence of our industry, and its security in the future."

The only unfavorable aspect which the culture of cotton in the Levant presents to the mind of the Marseillais is that this product must be paid for in coin, while the American article was received in exchange.

WHEAT.

Thanks to the abolition of the *Echelle mobile*, Marseilles has become, within the last two years, a great market for cereals. The *Echelle mobile*, or sliding scale, was unfavorably deserving the attention of the curious. Once every month in the year officers appointed by the administration of Paris reported the market prices of grains ruling in the twenty or thirty principal cities of France. From these reports the administration found the average market price in the country, and the import duty on grains was fixed accordingly, so that this duty was always subject to a monthly change. The consequence of this policy was the direction of the greater quantity of the grains of the Levant to Italian ports, particularly to Genoa, Leghorn, and Messina, where it was left in entrepot to await foreign demand. The abolition of the sliding scale has drawn to Marseilles a large share of the commerce hitherto in the hands of the Italians.

I subjoin the following extracts from the *Compte Rendu* of 1862, showing the relative dependence of England and France upon other countries for alimentary grains:

"The English have imported, in the last three years, 145 millions of hectolitres of all kinds of grains, viz: 43 millions in 1860, 47 millions in 1861, and 55 millions in 1862.

"It requires all the resources of a nation as powerful and prodigiously rich as England to face such an expense without a crisis—three billions five hundred millions of francs in the year, ($224,000,000 annually.)

"The English do not dream even of alarming themselves. Do they not find their compensation for it in the increasing extension of their commerce and of their industry, in the exportation, also by millions, of their manufactures, and in the increasing value which a perfected culture gives to their lands? The figures of this last importation have never before been reached. That of the year 1847, which they still remember as the year of famine, was less by almost one-half. She will continue, therefore, to be, for her alimentation, tributary to all producing countries, either because her population is increasing from year to year, or because she has, if not abandoned, at least seriously reduced her culture of cereals.

"France, a country essentially agricultural, may possibly be struck with relative sterility, with local dearths, but she will never be compelled to demand of the foreigner the immense quantities of grain required by England.

"When the figures of our importations for 1861–1862 are recalled—the highest that our commercial annals have had to register—one sees with what facility and by what hands it was effected, and cannot help drawing from these facts just feelings of confidence, with instruction the most precious.

"The importations of 1861 rose to 5,700,000 hectolitres of all grains. Those of 1862 to 4,800,000 hectolitres—in 1862, as in 1861, the largest portion coming from Turkey and Russia.

"The ports of America, from which England received in 1862 nearly 30,000,000 hectolitres, have played a very insignificant part in our importations of the same year. It is not from these ports that Marseilles can expect great quantities. American wheat, which, in ordinary times, is the almost exclusive lot of English consumption, will come to France only in the years of great want, and then it will prefer to direct itself to our northern ports, of Havre above all, rather than to our own."

It is generally conceded that the American wheat is superior in quality to that of Turkey, Russia, Poland, the Azores, or of any country which sends to this place, and it is held at a higher price in market. But freights from the Levant are so much lower than those from America that it is scarcely possible for the latter to compete successfully with the former in this trade.

SILK.

Marseilles is already reaping sensible advantages from the Indo-China line of steamers lately established by the *Massageries Imperial*. The old line between Marseilles and Alexandria is in prosperous activity, while seven or eight magnificent boats of 500 horse-power each are running from the isthmus of Suez to Bombay, Calcutta, and Singapore, with a terminus at different ports of China.

The importation of silk from the Celestial Empire for 1862 was 3,000 bales above that of 1861—an augmentation more remarkable as the production was much diminished in the silk countries by reason of the civil war.

The importations from Japan for the same year were 767 bales against 210 for 1861.

The new Anglo-French treaty of commerce went into operation at an opportune moment. It proved itself the salvation of the Lyons manufacturers. The *Compte Rendu* says of it, "Our great national industry, the manufactures of Lyons, so grievously tested by the American conflict, has seen its *ouvriers* retake a great part of their activity, by reason of the treaty of commerce concluded with England."

WINE.

But if the new treaty came to the rescue of the Lyons manufacturers, it turned a deaf ear to the solicitations of the wine merchants of southern France. In 1860, the first year under the treaty, the importation of ordinary wines amounted to 18,441 hectolitres in 1861 it fell to 5,500, and in 1862 to 5,300 hectolitres. This falling off may be partly attributed to the very inferior quality of the first year's shipment, and which in the language of the *Compte Rendu* "justified the cessation of any new demand." But another reason is also stated: "The popular classes of England, whose wants would seem to offer a market without limit, appear to remain faithful to their beer. The intelligence of the English brewers has taught them how to meet the competition of cheap wines from France, by diminishing the price of their beer and in improving its quality. We are, therefore, though regretfully, obliged to conclude that the treaty has deceived the general expectation in that which concerns the ordinary wines of southern France. This treaty has thus far had no other result than of increasing the trade in the fine wines of Bordeaux, of Burgundy, and in the champaign of Roussillon."

WOOL.

The only interest attaching to this article arises from the important demands which have come from the United States, for the furnishing of troops, atoning not inconsiderably for the lull in the silk and Parisian trade. Thirty thousand bales of foreign wool, and about 1,000,000 kilogrammes of French product, were exported from this port in 1862.

PETROLEUM.

The commerce in this article dates from 1861, and already in 1862 5,218 barrels were brought to this port from the United States.

The chamber of commerce expressed the opinion, in their report for 1862, that the importation of petroleum in 1863 would attain a much higher figure, and their anticipations have been fully realized; 14,308 barrels were imported during the year ended September 30, 1863. The shipment of the first year consisted mostly of the refined oil; but now three large refineries are established, and the crude article is generally imported.

Considerable excitement has characterized the commerce in petroleum, and there is reason for believing that the importations of the last year have more than supplied the demand.

LARD.

The commerce in lard has witnessed an extraordinary growth during the last three years. Prior to 1860 the quantity of lard shipped from the United States to this port was too inconsiderable to be noticed. Indeed, so insignificant were the receipts in 1861, as entirely to escape the notice of the chamber of commerce in their *Compte Rendu* for that year. But the soap manufacturers of Marseilles having once experimented with it in their *savonnerics*, and found its fitness for their fabrications, the imports rose from comparatively nothing in 1861 to 4,000,000 kilogrammes for 1862, with a further increase to 9,000,000 for the nine months ended September 30, 1863, and it now ranks as one of the principal and most important articles of import.

ALCOHOL.

The alcohol of the United States stands higher in public estimation than the French article, as it contains more spirits and possesses a purer taste.

The chamber of commerce complain that the American alcohol is subjected to too heavy a duty, by reason of which the American exporters who formerly made their shipments to Marseilles exclusively now send their cargoes directly to the Italian ports and to Constantinople.

The duty on English and Belgian alcohol is fifteen francs for the former, and twenty francs for the latter, per hectolitre. American alcohol is taxed twenty five francs per hectolitre.

The Marseilles chamber insists that the American import should be received at the same rate as either English or Belgian.

CETTE.

A general statement of the commerce of Cette and its environs with the United States for the year ended 30th September, 1863, showing the ports of shipment, destination, description, and value of merchandise.

Ports of shipment.	Destination.	Description of merchandise.	Value.	Total by destination.	Grand total.
			Francs.	*Francs.*	*Francs.*
Port of Cette	New York	5,050 casks of wine	306,085 25		
	Do	77 bales of waste wool	7,920 00		
	Do	60 bales of almonds	8,743 60		
	Do	5 bales of shelled almonds	427 50		
	Do	33 casks of cream and crystal of tartar	45,269 00		
	Do	10 bales of hazelnuts	1,352 00		
	Do	36 casks of lees of wine	8,571 50		
	Do	1,605,000 kilogrammes of salt	16,367 10		
				394,735 95	394,735 95
Port of Marseilles	New Orleans	320 casks of wine	23,600 00	23,600 00	
	New York	1,496 casks of wine	107,924 80		
	Do	135 casks of cream and crystal of tartar	175,745 96		
	Do	11 casks of verdigris	11,783 00		319,992 66
	Do	100 cases of olives	681 15		
	Do	8 bales of lavender flowers	237 75		
				296,392 66	
Port of Bordeaux	San Francisco	501 casks of wine	33,194 30		
	Do	44 jars of almonds	7,622 55		
	Do	25 barrels of almonds			
	Do	89 barrels of olives	4,042 00		
				44,858 85	
	New York	389 casks of wine	28,678 15		
	Do	80 cases of wine			
	Do	2 casks of sirup			
	Do	5 casks of cream of tartar	5,763 10		89,592 80
	Do	24 casks of lees of wine	6,392 70		
	Do	200 bags of nuts	3,900 00		
				44,733 95	
					804,321 41

A general summary of exports from Cette for the year ended September 30, 1863.

	Value in francs.
7,736 casks of wine, 2 casks of sirup, 80 cases of wine,	559,482 50
164 casks of cream and crystal of tartar	226,778 06
11 casks of verdigris	11,783 00
60 casks of lees of wine	14,964 20
77 bales of waste wool	7,920 00
60 bales, 44 jars, 35 barrels of almonds	16,366 15
5 bales shelled almonds	429 50
100 cases, 89 barrels of olives	4,723 15
200 bags of walnuts	3,900 00
10 bales of hazelnuts	1,352 00
8 bales of lavender flowers	357 75
1,605,000 kilogrammes of salt	16,367 10
Total	864,423 41

General summary of the importations at the port of Cette from the United States for the year ended the 30th September, 1863.

2,782 hogsheads, 138 barrels, 7 tierces of tallow.
100 packages, 189 boxes, 71 barrels, 462 tierces of lard.
437 boxes, 5 tierces of hams.
289 barrels of grease, (lard.)
40 barrels of grease, (beef.)
458 boxes of bacon.
237 boxes of cut meat.
67 boxes of salt beef.
4 tierces of stearine.
34 packages, 2 boxes of wax.
50 tierces of potash.
1,150 barrels of alcohol.
348,630 staves.

LYONS—JAMES LESLEY, *Consul.*

FEBRUARY 11, 1863.

I hereby acknowledge receipt of your circular No. 29, dated November 20, 1862, received here on the 4th instant.

To the first article, I have to say that I have reason to believe that all the goods exported from this district to the United States are not presented to me for verification. Several commission firms, who purchase largely for the account of American or foreign houses established in the States, and having branch offices in Paris or elsewhere, send the invoices to the branch firm in Paris or elsewhere, and it is there certified to by the consul. Such a practice is not entirely in accordance with the law, but it continues, notwithstanding my frequent advertisements and publications on the subject. I believe it could be effectually corrected only in New York by the custom-house officers, who well know what goods are produced in Lyons, and who could, if so directed, refuse to pass invoices of Lyons silk goods or St. Etienne ribbons, when verified in Paris or elsewhere. I have also to state, that silk goods imported from Lyons and district, (silk pieces, velvets, ribbons,) are invariably perfected here; and that if sent to Paris and Havre, they receive there no further finish, and are forwarded without any change, (article 4.) This practice has never existed in this consulate to my knowledge.

To avoid the remittance in money by letter of the fee for each invoice coming from St. Etienne and other places, some merchants have requested me to receive in advance an amount sufficient for five or ten legalizations. In exchange, I remit to them a corresponding number of receipts, which are returned to me with the invoices. The certificates of authentication never leave this office in blank; they are filled by me and affixed to the invoices with my official seal.

ART. 6. The fee for the magistrate is never paid by me, as shown by my report of fees.

ART. 9. Before receiving this circular, I had, as stated in my despatch No. 26, (No. 3,) addressed questions to the judicial authorities in regard to the validity of oaths administered by me.

I enclose translation of my letter to the president du tribunal civil, and translation of the answer of that magistrate.

As I shall, in a few days, receive other opinions, I abstain for the present from making any remarks, and shall, as soon as possible, make a full report on the subject. * *

[Translation.]

LYONS, *January* 16, 1863.

SIR: The new tariff laws of the United States require all invoices of goods for the United States to be presented to the United States consul by the exporter, who has to swear that the invoice is correct, and that the goods are invoiced at their real value.

You would oblige me by telling me if, according to French law, an oath administered by a consul, and registered by him, be legal in France, and if a consul could prosecute before the French courts, in the name of his government, any person having sworn a false oath before him. Please also, if the oath administered by a consul be not acknowledged legal in France, to name the French magistrates authorized by your laws to receive oaths.

J. LESLEY.

The PRESIDENT DU TRIBUNAL CIVIL, *Lyons.*

The President du Tribunal Civil to the Consul of the United States, Lyons.

LYONS, *February* 4, 1863.

I do not think that the oath administered by a consul in conformity with the United States laws you mention would, if proved false, justify a prosecution before French courts. My opinion is based on the fact that no disposition of our penal laws qualifies as *crime* or *delit* a false oath sworn under such circumstances. And if it were a *crime*, no consul, even acting in the name of his government, would be admitted to prosecute under article 1st of the code d'instruction criminelle. No prosecution can be made except by French officers authorized by our laws.

There are in France several orders of public officers authorized to administer oaths in certain particular cases, but I know none who could administer the oath required by the United States laws. I do not even see the possibility of such an oath being received by a French magistrate, whose only duty is to see to the execution of the French laws. Under the principles of our "droit public," a magistrate cannot recognize the authority of a foreign law, when no international treaty exists for that purpose.

F. FORTOUL.

JUNE 13, 1863.

Report on silk goods and custom-house regulations, being the continuance of a report on the same subject forwarded from this consulate with despatch No. 13, *dated Lyons, April* 16, 1863.

I have continued to study the subject of duties on silk goods and to gather all accessible information. In my report No. 13 I suggested two different systems for the collection of duties on silk goods:

1. Preserve the ad valorem duties, but introduce some new features in the custom-house regulations, viz:

a. Require for all goods presented for entry an invoice signed and certified to by a party having no interest in the entry of the goods at the United States custom-house.

For this purpose the existing regulations could have been continued, with a few changes in the form of the certificates, for the invoices of commission merchants or of manufacturers, who forward goods which they have really sold to firms residing in the United States. Such parties would risk too much by making out false invoices for the custom-house, and certifying thereon that they claim nothing for the goods beyond the amount named in the invoice. But all European agents, partners, branch firms, or salaried clerks of firms doing business in the United States, who until now have made out invoices and certified to their truth, would have to procure and produce to the consuls the original invoice of the manufacturer or merchant, (sworn or certified to by him,) from whom said agent, partner or clerk has bought the goods for the account of his firm, and that said manufacturer or merchant has no interest in getting the goods passed through the custom-house at a lower rate of duty.

b. It was further proposed to grant by law to the government the right of taking possession of any goods supposed to be undervalued, against payment of the amount of the invoice of said goods. Further, on evident proof of a gross undervaluation and of an intention to defraud the revenue, a fine could be imposed on the importer.

The second system proposed was to tax the duty on silk goods by the weight. Some samples, annexed to the report, showed the divisions that could be adopted. I have now to communicate to the department some further remarks on both systems. * * *

Under these circumstances, the measure as proposed by me would not, perhaps, be quite as effective as I expected. It could, however, I believe, be made to protect the revenue better than the old system, by modifying it as follows:

Require, as before stated, in all cases, a certificate or *declaration*, signed by theseller of the goods, a party having no interest in the entry of the goods at the United States custom-house; such declaration stating that the goods invoiced have been really sold at the prices detailed in the invoice; the date and place where the invoice is due; the conditions of payment; that the seller does not claim any compensation, allowance, or commission for the said goods beyond the amount named in the said invoice; that no other different invoice for the said goods will be furnished to any one; that the seller makes himself liable to all the requisitions and provisions of the United States custom-house laws.

The law ought further to contain provisions to the following effect, in addition to those of the act of March 3, 1863, viz:

1st. Give to the custom-house authorities the right to seize, against payment of the amount of the invoice, all goods undervalued or deemed to be so.

2d. Impose a fine upon the person or firm, consignee, or purchaser, who offers for entry goods undervalued more than ten or fifteen per cent.

3d. Seize without any payment all goods undervalued more than fifteen per centum.

4th. Require all fines or seizures of goods to be published (with the names) in one or several papers at the port of entry, and at the place where the goods have been invoiced.

5th. The triplicate invoices are good; they prevent the correction or alteration of an invoice by the importer; besides, the copy kept by the consul enables him to compare prices and discounts. We shall, in future, require, particularly for the invoices of ribbons, some details which so far have not been put in.

6th. A good result could also be reached, if the consul were authorized, whenever he would think it proper to call in a good judge of silk goods or of ribbons, and to read to him, without mentioning any names, the invoices presented for verification. Gross undervaluations, or attempts at fraud, could frequently be pointed out, and the case being at once reported by the consul to the collector of the port, could be by him thoroughly examined.

7th. Lastly, the differential duty of thirty and forty per centum, according to the cost of a square yard of the goods, ought to be set aside. It is one of the greatest objections to the present law, and a great inducement to fraud. A very large proportion of the goods exported is just about one dollar the square yard; and it is well known that several firms manage to pay only thirty per cent., when the real duty ought to be forty per cent. It is also to be observed that the principal measure (change of the party subscribing the invoice) could not be applied to consigned goods. In such cases, the manufacturer consigning his goods would always continue to be the owner, and therefore have an interest in passing them at low duty. I am persuaded that whatever measures the government may take under the system of ad valorem duty for silk goods, there will always be parties who, (by risking much, perhaps,) will find means to evade a full payment. In my opinion, the most efficient measure for the prevention of frauds would be the adoption of a system of specific duties for all silk goods. It could be urged against the specific duties that the rates could not be so calculated as to be equally divided on all kinds of silk goods. This is in some measure true; some very light goods, those for bonnet and cap trimmings, and others, although very light, are high-priced. They now pay high ad valorem duties; and with the specific system, they would be lightly taxed. Some other goods very heavy, comparatively to their price, would, under the specific duties, pay much higher duties than they do now. But these particular kinds of goods are comparatively of little importance; the quantity imported is very small, and for the great bulk of the importation (plain and small

figured goods,) the duties could be very equitably and equally arranged. I saw some merchants whose goods would have to pay more under the specific than under the ad valorem duty. Although unwilling to pay high duties, (as all merchants are,) they stated that the difference would be more than made up to them by the change, if it could, as they thought, prevent some of their concurrents from defrauding the revenue, and thereby enable them to undersell the honest merchants. A system of specific duties for silk goods would, in my opinion, have the following results:

1st. *Render fraud almost impossible.*—Duties, at present, are evaded by false declarations; giving false lengths to the pieces, or invoicing them much below their real prices, and deducting exaggerated discounts. All these means of fraud would frequently escape the attention of even a silk-goods manufacturer; and it cannot, therefore, be expected that they should be detected by appraisers, who have to examine goods of so many kinds and prices, and who are hurried for time, and who, besides, cannot always judge and distinguish the quality of the material composing the goods, (French, Italian, Chinese, Bengal, or Japan silk.) With specific duties the examination would be subject to no doubt. The only points to ascertain would be the class to which the goods belonged, and their net weight; this would leave no room for any difference of opinion. The class of the goods could be settled by the appraisers; the weight by sworn weighers, who, besides, could be every day, or even several times in the day, set to weigh a different kind of goods, and who need not know to whom the goods they weigh belong.

2d. *Economy of time and money.*—This kind of examination would not require as many men; take much less time, and, therefore, enable the custom-house officers to examine all the cases, instead of (as at present) examining only one case in the invoice.

3d. *Equality of duties for all importers, protection of the honest importer, and particularly of the small jobbers and American importers.*—Importers who are able to buy largely sometimes obtain larger prices, or extra discounts, which are not granted to the small purchasers. The usual discount here is 15 per cent. at sixty days. By paying cash, importers obtain frequently 16 per cent.; but I have seen many invoices of silk goods with 16 per cent. discount, and 1½ per cent. extra for prompt payment—with 17 per cent. discount, and even with 18 per cent. Such discounts are sometimes obtained, I know; but is it just that the large importer, besides paying less for his goods than his less important concurrent, should also pay his duties on a less amount?

Another case frequently happens: an importer (A) gives an order to a manufacturer for a number of pieces to be delivered in three or four months time, according to an assortment of samples. The manufacturer finding that the assortment is a good one, and having his looms ready for work, makes double the number of pieces ordered. When goods are delivered to A, the manufacturer offers for sale the balance of his manufactures. According to the desirability of the goods, the state of the markets at the time they are offered, and the price of the raw silk, they may be sold to another American importer (B) at a lower or at a higher price. In such cases, differences of 10 or 15 per cent. are frequently made.

If B has bought the goods at lower price than A, it is evident that he has a double advantage; he pays less for his goods, and, besides, is charged duty on lesser prices.

A and B may be perfectly honest merchants, always giving true invoices; and they may, at the same time, present for entry similar goods—invoices at prices varying 10 or 15 per cent., according to circumstances. One of two things will probably happen: either the one presenting the lowest invoice will be suspected, and perhaps his invoice will be seized, or the other, unwilling to

pay a higher duty than his concurrent for the same goods, will invoice his goods at a lower price than he really paid for them, and in that way sign a false declaration. There is one case still worse: sometimes the manufacturer, instead of selling his goods, consigns them. He then generally invoices them, not at the price he would sell them at to A, but at about their cost price to him; thus injuring the American importer and defrauding the revenue.

Goods are not consigned from Lyons to the United States to a very great extent. Zurich and Basle for silks, and St. Etienne for ribbons, go much more largely in the consigning business.

It is, however, proper to call your attention to the consigned silk goods. The manufacturers who consign their goods almost always undervalue them, although they have to swear or certify to the real market value. For them the market value is not the price at which they would be willing to sell the goods, and at which goods of the same description are really and currently sold in the market. They invoice their goods at the cost prices, and even sometimes lower, saying that they are proper parties to judge of the real market value; that if, by selling in the manufacturing place, they can obtain much higher prices, it is the fault of the purchasers, who do not know how to buy cheap; that they would be fools if they invoiced their goods so as to pay a duty of 30 or 40 per centum on supposed profits not yet realized.

From the above it appears that, under the ad valorem duty, the same goods may pay very different duties, according to the prices they are invoiced at. On the contrary, with specific duties all silk goods of the same nature and kind would pay the same duty—irrespective of the prices they are purchased or invoiced at.

4th. *Change in the quality of the goods imported.*—A large proportion of the plain black silk sent to New York is composed of loaded black—that is, silks which, in the dyeing process, are loaded with various matters; the silk thereby is made to look thicker, of a richer quality; its weight much more, but is of a shorter duration, and does not wear as well. Such goods, made generally with low silks, are cheaper than the pure fine blacks, (not loaded,) and with the specific duties they would be comparatively taxed so high that their price of sale would be largely increased; they would have to be sold comparatively so much dearer than the pure fine blacks, that it is believed their importation would be diminished or cease entirely and better goods imported. The revenue would lose nothing by it, and the country would be benefited by the importation of a better class of goods. The sale of heavier goods can almost be said to be a fraud against the consumer—the people.

I consulted several persons, some of them doing business with the United States; some others having no interest in the trade. They are almost unanimous in the opinion that specific duties would better protect the revenue, and be to the advantage of the honest importers. They also concur in saying that the specific duties can be so arranged as to work with ease and regularity.

There is some difference of opinion as to the details to be introduced in the law. Three systems present themselves:

1st. One single duty on all kinds of silk goods, whether colored or black, figured or plain.

2d. Divide all silk goods into two classes:

Blacks of all kinds, figured or plain.

Colored goods of all kinds, or *two rates* of duty.

3d. A division in *four classes or rates of duty*, as proposed in my despatch No. 13, and illustrated by a collection of samples. (See copy of classification.) Each of these three propositions has good points, and would, in my opinion, be better than the ad valorem system.

1st. The adoption of a single rate of duty on silk goods of different qualities would certainly simplify the business at the custom-house. Some goods, how-

ever, rich silks in fine colors, made of very fine silk, and costing high prices, would certainly be favored by the single duty. It may, therefore, be objected that the consumers of rich silks would not have to pay as high duties as the consumers of low-priced heavy silks. But it must be borne in mind that these very rich figured silk goods form only a very small part of the importation.

The second and third classifications would be more popular than the first, probably, as they would apparently tax rich goods more heavily than the first.

2d. The second classification is still very simple, and could be supported on the ground that black silks generally lose nothing of their weight in the dyeing process, and even very frequently gain weight, whilst all or nearly all the colored goods lose weight. In most cases, besides, the plain fine colored goods, and all the rich figured goods, are made of better materials, and cost comparatively more than the black goods.

3d. The third classification is, I believe, perfectly correct, and covers all kinds of silk goods except ribbons, and the goods as therein described could easily be set in their proper class without raising any difficulty at the custom-house. The only objection is, that by making four classes it would oblige the appraisers to examine the invoices and goods more carefully to determine to which class they belong. My attention so far has been entirely given to silk goods, and I have not yet been able to study the measures to be taken for the ribbons. It is, however, a very important article, and one, if I am properly informed, which gives occasion for immense frauds against the revenue.

The change of duties to the specific system would, I have no doubt, create a great opposition. Representations of all kinds would be made, and strong efforts made to prevent the passage of the law. I have every reason to believe that this opposition would, in almost every case, come from houses (most of them of foreign origin) who are openly spoken of as defrauding the revenue under the present system of duties, and whose interest it is to oppose every change that would reduce the chances of success in their frauds. I believe that no honest American or foreign firm would oppose the change.

I would, further, respectfully represent that manufacturers of silk goods, particularly those not interested in the American trade, could give much valuable information in regard to the prices and quality of silk goods, and their value comparatively to their weight. This full and detailed information would certainly be indispensable for the proper assessment of duties, the division into classes, and the correct and efficient rendering of the law. I have no doubt that the principal manufacturers of different kinds of silk goods in this city would, if requested, prepare the necessary rates and samples, giving the prices and comparative weights of their goods. We have in Lyons some schools in which the different branches of silk manufactures are taught, and much information could be obtained from the professors at their establishments.

If a change of system in the collection of duties were adopted, the measure ought to be taken only after a thorough study, and after having collected and well considered the advice and opinion of persons accustomed to the different processes and manipulations through which the silk has to pass before being finished and prepared for the market.

Copy of the third classification proposed, with additional items.

First rate of duty, lowest	No. 1....	Plain black silks, all boiled or half boiled.
Second rate of duty	" 2....	Plain colored silks, all boiled or half boiled.
" "	" 3 ...	Checked or striped silks, all boiled or half boiled, colored, white, or black grounds.
Third rate of duty	" 4....	Cermure and figured silks, black or one color only, watered or moire silks, black or one color only.

Third rate of duty.....	No. 5....	China silks, plain, striped or checked, without additional brocade effect.
Fourth rate of duty, highest	" 6....	China silks, with one or several additional brocade or broch effects.
" "	" 7....	Brocade or broch silks, with one or several effects or colors, besides the ground colors; figured moire antique silks, solid colors or brocade effects.
" "	" 8....	Satins of all kinds, colored or blacks, velvets, colored and black, plain and figured.

AUGUST 5, 1863.

I enclose a statement showing the total exports from this consulate for the first two quarters of this year; they amount to 12,120,725 francs.

Silk goods, of all kinds, including ribbons, amounting to 11,827,984 francs. I cannot give the total amount of the exportations for the corresponding months of last year, as, at that time, the invoices of consigned goods alone were verified.

The good news received from home, the fall of the premium on gold, will, no doubt, have the effect of increasing the exports. The merchants, generally, are hopeful; they refuse to lower their prices, and they fully expect a large increase in their sales for the American market.

Business is already more active, as proved by the enclosed statement of the exports of July, compared with those of the corresponding month of last season, showing for July an excess of 527,990 francs over January, 1863.

I have every reason to believe that this proportionate increase will continue for the following months; and as soon as the success of our arms secures peace, the exports will reach an immense amount.

The present increase has already added largely to the labor of this consulate. I have as much work as I can attend to; a further increase in the exports would prevent me, under the present organization of the consulate, from attending properly to all the business offered.

The enclosed table shows a comparative statement of the number of invoices visaed at this consulate during the months of April, May, June, and July, 1862, and the same months of this year the increase for 1863 is 448 invoices, of which 170 are in the month of July. Besides this numerical increase, it is to be remembered that at present one invoice represents three certificates, so that in the month of July alone I have had really to issue 645 certificates for 215 invoices. * * * * * * * *

Statement showing the exports from Lyons consulate for the first and second quarters of 1863.

Month.	Silk goods.	Silk goods, trimmings, gloves, laces, crape, tulles, &c.	Velvet tafetas and satin ribbons.	Dyestuffs.	Prepared calf-skins.	Wine.	Arms.	Sundries.	Total amount of exports.
1863.	*Pieces.*								
January	1,733,431	85,731	797,297	15,347	.....	5,346	.....	.....	2,637,170
February	1,469,557	83,294	765,512	49,954	.....	311	.....	.....	2,368,628
March	1,547,521	104,264	786,496	.....	28,953	3,244	128,412	.....	2,598,890
April	785,756	46,426	573,795	1,563	14,593	9,417	.....	1,050	1,432,600
May	517,706	30,799	485,942	19,903	.....	.....	.....	.....	1,054,349
June	1,582,700	113,129	318,628	3,591	.....	11,040	.....	.....	2,029,088
First six months 1863	7,636,671	463,643	3,727,670	90,358	43,546	29,376	128,412	1,050	12,120,725
1863.									
July	2,017,634	240,704	829,326	2,210	.....	2,522	70,671	2,093	3,165,160
Increase over corresponding month of last season, Jan., 1863, for silks	284,203	154,973	32,029	.....	.....	.....	.....	.....	527,990

Number of invoices verified at this consulate.

Month.	1862.	1863.	Increase in 1863.
April	26	123	97
May	25	97	72
June	36	145	109
July	45	215	170
Total four months	132	580	448

Statement showing the description and value of the exports from Lyons to the United States for the quarter ended September 30, 1863.—(*Compiled from official returns.*)

JULY, 1863.

	Francs.	Francs.
Silk goods, pieces	2,017,634	
Silk goods, sundries	240,704	
Ribbons, { velvets, 436,232 frs. / taffetas, 393,094 frs. }	829,326	
Wines, arms, sundries	77,496	
Total		3,165,160

AUGUST, 1863.

Silk goods, pieces	1,879,343	
Silk goods, sundries	229,527	
Ribbons, { velvets, 293,735 frs. / taffetas, 775,141 frs. }	1,048,876	
Cotton goods, dyestuffs, &c	108,600	
Total		3,266,346

SEPTEMBER, 1863.

Silk goods, pieces	1,861,866	
Silk goods, sundries	98,439	
Ribbons, { velvets, 412,738 frs. / taffetas, 486,999 frs. }	899,737	
Wines, sundries	29,455	
Total		2,889,497
Total amount for the quarter		9,321,003

NOVEMBER 20, 1863.

I enclose a report on the general silk trade of this consular district for the year ended September 30, 1863.

REPORT.

The district of which the city of Lyons is the centre is acknowledged as the seat of the great silk manufactories of France.

In this city are nearly all the looms for figured silks, and some for plain silks. The smaller cities and villages all around and to a great distance contain looms or large establishments for the manufacture of all sorts silk goods—Grenoble for gloves, Nismes for laces and light goods, St. Chamond for trimmings, &c., &c.; St. Etienne manufactures ribbons of all kinds.

It is impossible to give a positive and accurate statement of the value of the silk goods manufactured in France or in this district. No statistics to that effect are published or collected, and my applications to the Chamber of Commerce have not produced me any information.

The General Direction of the custom-house publishes a yearly and very detailed statement of French exports. From these tables I have endeavored to show the importance of this district for the manufacture of silk goods.

RAW SILK.

A few words on the raw material may be interesting. The southern part of France, the whole basin of the Rhone, produced formerly a very large proportion of the raw silk used in the manufacture. This silk was of a very superior quality, and commanded very high prices. The comparatively small quantity of foreign inferior silk required here did not induce the manufacturers to open direct intercourse with the distant producing countries, such as China, Bengal, and Japan. They purchased second-hand in London what they wanted. For the last ten years, however, the French and Italian silk crops, owing to various and serious diseases of the worms, have been very short, and at the same time the demand for French silk goods has been increasing, so that the manufacturers have been obliged to increase very largely their purchases of foreign silks. Several large institutions have been formed, direct intercourse with China and Japan has been opened, and it is probable that in the course of a few years the French manufacturers will receive their raw material direct, and that the large purchases they have until now made in London will be abandoned. Even now the importance of the Lyons raw silk market has very much increased, and the prices obtained at the public sales in London have no longer the same influence they used to have. Large periodical auction sales of raw silk have been instituted, and with the help of some new and important establishments of credit the wholesale silk merchant and large manufacturers are enabled to procure and carry much heavier stocks of raw material.

Comparative table showing the value in francs of the exports of French manufactured silks for the several years 1859, 1860, 1861, *and* 1862.

Year.	Value in francs.	Annual increase.	Annual decrease.
1859	499, 888, 000	.....	45, 157, 000 frs.
1860	454, 731, 000		
1861	333, 310, 000	.....	121, 421, 000
1862	363, 519, 000	30, 209, 000 frs.	
Total	1, 651, 448, 000	30, 209, 000 frs.	166, 578, 000 frs.

Showing a falling off for 1862, compared with 1859, of 136 millions, and an increase of 30 millions over the year 1861.

Comparative table showing in detail the descriptions of silk goods manufactured and exported from France during the years 1859, 1860, 1861, *and* 1862.

Description.	1859.	1860.	1861.	1862.
	Francs.	*Francs.*	*Francs.*	*Francs.*
Pure plain goods	301, 217, 000	212, 832, 000	162, 322, 000	193, 033, 000
Pure figured goods	66, 152, 000	49, 639, 000	26, 506, 000	29, 585, 000
Foulards	6, 217, 000	5, 755, 000	4, 398, 000	5, 524, 000
Tulles	9, 944, 000	12, 809, 000	11, 063, 000	4, 129, 000
Crêpes	2, 651, 000	2, 405, 000	1, 438. 000	1, 698, 000
Mixed goods (where silk dominates)	41, 648, 000	63, 901, 000	59, 169, 000	59, 333, 000
Ribbons of all kinds	136, 789, 000	70, 386, 000	44, 276, 000	47, 359, 000
Sundries	35, 270, 000	37, 004, 000	24, 138, 000	22, 858, 000
Total	499, 888, 000	454, 731, 000	333, 310, 000	363, 519, 000

Tabular statement showing the comparative value in francs of the export of French silk goods to England, the United States, Germany, Belgium, Spain, Italy, Turkey, Brazil, Algiers and Switzerland, for the years 1859, 1860, 1861 *and* 1862.

Countries.	1859.	1860.	1861.	1862.
	Francs.	*Francs.*	*Francs.*	*Francs.*
England	163,298,000	156,514 000	122,883,000	154,692,000
United States	138,247,000	103,638,000	25,346,000	23,714,000
Germany	49,337,000	51,860,000	52,873,000	57,050,000
Belgium	36,690,000	35,975,000	30,422,000	28,344,000
Spain	17,956,000	15,450,000	17,402,000	17,751,000
Italy	20,895,000	17,482,000	27,722,000	21,469,000
Turkey	7,238,000	4,611,000	3,581,000	7,201,000
Brazil	13,175,000	12,664.000	7,972,000	7,400,000
Algiers	5,217,000	9,761,000	9,539,000	8,138,000
Switzerland	7,993,000	6,904,000	8,960,000	7,986,000
Total	460,046,000	414,859,000	306,700,000	333,745,000

These two tables taken in connexion show the following facts:

The year 1859 has been the most prosperous year for the French silk export trade. The exports have never been so heavy, and have since considerably fallen off. The articles which have suffered most, proportionately, are, as compared with 1862:

Pure figured silks, about	37,000,000 francs.
Tulles	5,000,000 francs.
Crêpes	1,000,000 francs.
Ribbons	89,000,000 francs.

This last figure given by the French custom-house returns is not quite correct. The calculations for the value are made by weight, and I understand that for and until the year 1859, the rate fixed for the kilo of ribbons was too high; and it has been changed since. The pure plain goods exported in 1862 are about the same amount as in 1859; and about 30,000,000 francs in excess of 1861. This is explained by the immense English purchase in consequence of the recent treaty of commerce.

Taking into consideration the circumstance about ribbons above mentioned, I believe that the real difference between 1859 and 1862 can be stated with safety at one hundred millions of francs.

EXPORTS OF 1859 AND 1862 TO THE UNITED STATES COMPARED.

In 1859 the United States had purchased silk goods to the value of	138,000,000 francs.
In 1862 we have taken only	23,000,000 francs.
Showing a decrease of	115,000,000 francs.

The other customers of French silks have continued to purchase nearly as much in 1863 as they did in 1859.

TOTAL PRODUCT OF FRENCH SILK MANUFACTURES.

Table No. 1 is the only official basis existing for calculating the total production of French silk goods.

It is generally admitted that the home consumption of France amounts to an average of one-third of the exports.

Exports of 1862	363, 519, 000 francs.
Add one-third	121, 173, 000 francs.
Total value of French silk manufactures	484, 692, 000 francs.

I believe that this amount is very nearly correct. I have taken great pains to ascertain the value of the raw silk thrown during the year on the French market; and adding thereto 50 per cent. for expenses, (such as preparing the silk for the looms, drying, weaving, finishing, value of other materials mixed, our profits,) I come very nearly to the same result.

SILK PRODUCTION OF THE LYONS DISTRICT.

Reviewing the different kinds of silks named in table No. 1, I shall endeavor to give the production of Lyons and this consular district.

No. 1. Plain pure silks are all produced here or in the surrounding villages; some manufactures have lately been established in Alsace, but they are of but little importance. The amount of plain goods manufactured and exported from this district is 190,000,000 francs.

No. 2. *Pure figured goods.*—All dress goods are made in this city. Paris and Rouen manufacture some figured silk shawls, fancy scarfs, and other articles, but they do not amount to over four million francs in value. Amount of figured goods (pure silk) exported from this district, 25,000,000 francs.

No. 3. *Fourlards* are all manufactured in and exported from this district, and amount to 5,500,000 francs.

No. 4. *Crêpes*, estimated amount exported from this district, 1,500,000 francs.

No. 5. *Tulles*, (pure silk,) estimated amount exported from this district, 4,000,000 francs.

No. 6. *Ribbons.*—All the ribbons are manufactured at St. Etienne, a city in this district, and amount to 47,000,000 francs.

No. 7. *Mixed goods.*—A few of these goods are manufactured here; it is impossible to state the real quantity; their value must be at least 5,000,000 francs. This includes trimmings, silk lacets, &c., &c. No account is taken in this calculation of silk gloves and other small millinery articles.

RECAPITULATION.

		Francs.
No. 1.	Pure silks, plain ..... value	190, 000, 000
2.	" figured ..... "	25, 000, 000
3.	" foulards ..... "	5, 500, 000
4.	Crêpes ..... "	1, 500, 000
5.	" tulles ..... "	4, 000, 000
6.	Ribbons ..... "	47, 000, 000
7.	Mixed goods ..... "	5, 000, 000
	Total value of silk goods exported from Lyons district	278, 000, 000
	Add one-third consumed in France	95, 666, 666
	Total value manufactured	373, 666, 666

This, I believe, is a very moderate estimate; many merchants give a larger amount. It must be remembered that the silk passes through the hands of many parties—the producer, or importer, wholesale silk merchant, manufac-

turer, commission merchant, and exporter. These 370 millions value of silk goods occasion in this district transactions amounting to fifteen hundred millions francs.

EXPORTS FROM LYONS TO THE UNITED STATES.

In 1862, out of 363,000,000 francs value of silk goods exported from France, this district has furnished 278 millions, or about four-fifths. The French exports to the United States were 23,700,000 francs; it can therefore be assumed that of that amount Lyons furnished about 19 millions.

According to this calculation—

The value of silk goods manufactured in France in 1859 was	665, 000, 000 francs.
Manufactured in this district	520, 000, 000 "
Value of silks manufactured in all other parts of France	145, 000, 000 "
Value of all silk goods exported from this district	400, 000, 000 francs.
Value of all silk goods exported to the United States	110, 000, 000 "
Value of silk goods exported to all other countries	290, 000, 000 "

The above statement shows the importance of the trade of this district with the United States.

The tables showing the values of the invoices verified at this consulate for the year 1863 will, in part, confirm the correctness of these estimates.

Table showing the value of exportation of silk goods from Lyons to the United States, in French currency, for the first ten months of the year 1863, *as verified by the American consulate in that city.*

	Value in francs.
Silk piece goods	15, 200, 000
Sundry silk goods	1, 100, 000
Ribbons	7, 300, 000
Total	23, 600, 000

This does not, however, represent the full value of the silks exported from this district, many firms having agencies in Paris or elsewhere, produce (it is supposed) their invoices at those consulates, although the goods are manufactured and forwarded from this place, and do not undergo any further change or preparation after they have left Lyons, merely passing through Paris on their way to the port of shipment.

LA ROCHELLE—THADDEUS HYATT, *Consul.*

JULY 14, 1863.

* * * * * *

I have no arrivals or departures of American vessels to report.

COGNAC—H. PONET, *Consular Agent.*

SEPTEMBER 30, 1863.

I see nothing to report concerning sections 13 and 16 of the Consul's Manual. And as regards sections 152, 153, and 154, I can only refer you to my last year's report. I must add, however, that there have been of late some shipments made from here to the United States, but so small that it is hardly worth mentioning; but should the American war cease soon, we might hope for very large demands from your country, especially with the prospects here of lower prices for new brandies, caused by a very good crop which is just now being gathered.

The average price of brandies during the past year has ruled from 190 francs to 170 francs per hectolitre. * * *

ROCHEFORT—A. G. BRILLOUIN, *Consular Agent.*

OCTOBER 6, 1863.

Our crop may be considered this year as a magnificent one.

Corn is generally good and plentiful; weight 77 to 80 kilogrammes per hectolitre. The average price has been 21 francs per 90 kilogrammes. It is now decreasing.

Barley. This country produces but little of that grain. It is generally forwarded to us by the country over Poictiers. The barley of the islands of Re and Oleran is worth 175 francs per ton, average rate.

Oats: good crop both for quantity and quality. Average price, 140 francs per ton.

Beans: mean crop and poor; grain, 150 francs per ton.

Oleaginous seeds: good crop.

Linseed: very abundant and first rate this year; 450 francs per ton.

Potatoes: mean crop; small fruit; 45 francs per ton.

Wines: good ordinary crop for white, and middling for red wine. Great hopes on quality; last rains did much good.

Brandy: very few transactions took place this last season—first, on account of poor crop; second, by the dullness of transactions with the United States. Brandies imported there more than a year ago have not been sold as yet. The opinion is that low prices will be had.

I wish I could have been able to give you some explanation of the commercial movements between the ports of the United States and those of this consular district, but it has been out of my power, as the documents for 1862 are published by government in November or December only. * * *

NAPOLEON-VENDEE—THOMAS P. SMITH, *Consul.*

SEPTEMBER 30, 1863.

Two important works touching the commercial prosperity of La Vendeé have been undertaken during the present year: the railroad to connect this department with the sea, and the improvement of the port of Sables d'Olonne, by deepening its harbor.

The government has awarded the former of these to a company representing chiefly English capital, and has granted to it a subsidy of about 13,000,000 francs; for the latter, which is under the supervision of the government, one million eight hundred thousand francs have been appropriated.

Owing to the want of these facilities there has not been any change of importance in this district during the preceding year, but, in view of these and works of a similar character that are progressing in various parts and ports of France, it is evident that the government of the Emperor is desirous of increasing the foreign commerce of the country.

ST. PIERRE, (MARTINIQUE)—W. F. GIVEN, *Vice-Consul.*

OCTOBER 6, 1863.

I have the honor to transmit herewith my report on the trade of this consular district during the year ended September 30, 1863. The total number of American vessels arrived was 21, of which 2 were barks, 9 brigs, and 10 schooners; aggregate tonnage, 3,781$\frac{84}{95}$.

During the quarter ended September 30, 1863, for the first time perhaps in half a century, no vessels sailing under the American flag have entered any port of this island. This state of things is much against the interest of merchants here engaged in the American business, as this trade is now carried on in foreign vessels, which command higher freights than American vessels at this time. The war in the United States, together with the very low prices paid for sugar in the European markets, are causes which have conspired to produce a very depressing influence upon business in this island. Nearly all the extensive planters have lost considerably, compelling them to resort to the most rigid economy in everything, whilst all the prostrating effects usually resulting from such a state of things is apparent on all sides. Heretofore the exportations from this island to the United States have been very inconsiderable. Since the first of July last, however, owing to the continued low price of sugar in the European markets, added to the great decline in exchange in the United States, the merchants here have begun to export quite largely to the States, sugar to the amount of 626,739.98 francs having been sent up to this time, and 9,874.43 francs' worth of tamarinds. With a still further decline in exchange this trade may be considerably increased, and extend itself to other articles of export. The present high duty on sugar, however, naturally has a tendency to cause a considerable quantity, which would otherwise find its way into the United States, to be sent to the European markets. The only changes in the colonial tariff during the past year are in the articles of empty casks suitable for holding rum or sugar, (or staves capable of being formed into such,) which are now admitted duty free, and on smoked herrings, which are now admitted on the same terms as other salt fish of foreign origin, viz: 3 francs per 100 kilogrammes, instead of 7 francs, as heretofore.

Merchants here engaged in the American trade, as well as those of the adjoining islands, suffer a great inconvenience from the want of a regular and more frequent communication with the United States. The best remedy for this would seem to be a semi-monthly mail, connecting at St. Thomas with the English packet from Demarara, which, if well conducted, there is every reason to believe would be properly sustained. At present there is but one through mail a month to the United States—that by the English packet—which, leaving here on the night of the 10th, and making connexions at St. Thomas and Havana, generally reaches New York on the 30th or 31st. But even this is sometimes uncertain and always exceedingly expensive. The French packet for Vera Cruz, however, which leaves Fort de France, the capital of this island, once a month, generally on the 3d or 4th, returning to that place on the 28th or 29th, calls at Santiago de Cuba, both on her way out and on her return. When a steam vessel chances to connect at Havana, the passage to New York

by this route is sometimes made in ten or eleven days; but it is generally very uncertain.

The credit system is very general here, and extends to the smallest business transactions. On large amounts a credit of from four to five months is generally allowed; in small transactions three months is the usual time of credit. For bills of exchange on Paris, at 90 days, 1 per cent. premium; at 60 days, 1½ per cent.; and at 30 days, 2 per cent.

The population of Martinique at the last census was 135,991 souls. Appended to this report will be found some commercial statistics.

Comparative statement showing the importations from the United States at the port of St. Pierre for the years ended June 30, 1862, *and June* 30, 1863, *respectively.*

Merchandise.	Year ended June 30, 1862.		Year ended June 30, 1863.	
	Quantities.	Values.	Quantities.	Values.
Horses	53	F 53,000	43	F 43,000
Mules	26	19,500	129	111,600
Salt beef	K 141,172	99,708	K 139,759	73,846
Salt pork	125,061	151,913	143,711	132,913
Lard	21,857	36,754	32,386	50,229
Butter	1,160	1,772	6,250	14,264
Codfish	197,373	74,774	67,767	24,049
Guano	436,500	65,475	.....	.....
Oil pumace	1,243	187	435,950	66,392
Manure, various other kinds	.....	.....	221,351	31,337
Flour	1,022,480	536,817	1,633,710	908,489
Corn	326,680	76,124	180,552	79,736
Dry vegetables	44,520	18,003	30,051	6,982
Rice	26,512	14,056	6,876	3,438
Tobacco, in leaf	116,171	175,371	200,630	322,178
Lumber	T 256,379	94,633	T 170,757	67,125
Shingles	B 262,500	4,338	B 210,000	2,714
Staves	111,000	31,300	45,500	17,216
Tin, in sheets	.....	.....	4	8
Candles	K 2,041	2,521	K 13,169	20,707
Wines	L 100	70	L 116	174
Calico	.....	.....	K 12	36
Shoes	K 15	135	.....	.....
Musical instruments	504	1,500	.....	.....
Cast iron	100	60	315	293
Iron and tin articles	219	170	37	152
Copper and brass articles	120	298	380	1,417
Furniture of all kinds	.....	3,337	.....	14,424
General commodities	.....	.....	.....	100
Merchandise not enumerated above	.....	339,585	.....	375,397
		1,801,401		2,368,216

Comparative statement showing the number of vessels arriving at the port of St. Pierre, with their aggregate tonnage, for the years ended June 30, 1862, *and June* 30, 1863, *respectively.*

Where from.	Year ended June 30, 1862.		Year ended June 30, 1863.	
	No.	Tonnage.	No.	Tonnage.
France	118	31,156.57	108	28,372.21
The United States	43	6,478.84	43	6,535.34
The French colonies and other countries	363	25,573.84	333	25,744.67
	524	63,209.35	484	60,652.27

Comparative statement of the exportations from the port of St. Pierre, Martinique, to the United States for the years ended June 30, 1862, *and June* 30, 1863.

Kind of merchandise.	Year ended June 30, 1862.		Year ended June 30, 1863.	
	Quantity.	Value.	Quantity.	Value.
		Francs.		*Francs.*
Sugar ... kilos	1,383,494	694,325.21	...	...
Molasses ... litres	300	45	...	...
Cocoa ... kilos	137	164	...	...
Coffee ... do	50	125	...	...
Tafia, (rum) ... litres	570	182.40	...	...
Merchandise not enumerated above	...	2,600	...	10,005
		699,441.61		10,005

OCTOBER 29, 1863.

I have the honor to enclose herewith a comparative table of the exportations of Martinique and Guadalupe from January 1 to September 30, 1863:

Comparative statement of the exportations from Martinique and Guadalupe for the last three quarters of the year ended September 30, 1863.

Articles.	Martinique.	Guadalupe.
Raw sugar ... hogsheads*	54,000	58,571
Molasses ... litres	53,376	241,999
Rum and tafia ... do	4,420,692	1,188,157
Coffee ... kilos	26,347	394,921
Cotton ... do	809	29,712
Cocoa ... do	227,300	56,781
Cassia ... do	362,489	110
Logwood ... do	569,551	540,647
Roucou ... do	...	57,400

* Of 500 kilogrammes.

ALGIERS—EDWARD L. KINGSBURY, *Consul.*

JUNE 30, 1863.

I have the honor to present the following report of such information as I have been able to obtain during the few weeks of my residence here, amidst the busy preparation for my establishment and the ceremonies incident to my arrival, together with the ordinary duties of my post.

I regret to say that I have been much disappointed in regard to the general prosperity of this colony. Every department of the government is military, and all laws and regulations, many of which are evidently derogatory to the success of the colony, are executed by military force.

The legitimate effect of the laws and the mode of their administration appear in the depressed condition of agriculture and commerce. Very few foreign vessels enter this port, and I am told there has not been an American vessel here for the past six months. The truth is the country produces nothing for exportation, except to France, and the high tonnage duties imposed upon vessels visiting this port have debarred importation. In connexion with this subject, I have to report a change in the mode of exacting the tonnage duties above referred to. Heretofore foreign vessels arriving at this port were obliged to pay four francs per ton on the registered tonnage of the vessel; so that a ship of 600 tons, for example, would pay the same if she discharged one hundred tons, or less, of the cargo, as she would if she discharged a full cargo. Under the present regulation, or that which is to go into force very soon, a vessel will pay four francs per ton on the amount of cargo which she discharges; the same per head for every passenger. But until this duty is removed it cannot be expected that there will be much improvement in the commerce of the colony.

The staple products of the country are tobacco, cotton, and fruit. The government purchases all the tobacco, paying also a high premium for the encouragement of its production, and manufactures it here; statistics of which I hope to be able to give in a future report.

I hear much talk about the culture of cotton, but I am informed that the efforts of those engaged in it have not been very successful. The climate is not favorable to its production; for before the plant attains its maturity the rainy season sets in and destroys it. I have numerous inquiries in regard to the mode of culture in the United States, and any information which the government may give me upon the subject would, I have no doubt, aid me in obtaining information concerning matters of interest here.*

Several years ago a company undertook to build a road from Algiers to Blidah, but failed, and it was not until within a few months that the work was accomplished.

The Lyons and Marseilles Company have recently contracted to build a line from Oran to St. Dennis de Sig, and from thence through Milliana to Blidah. Also another from Phillipperville, on the eastern coast, to Constantine; all to be completed, I am told, within eight years. But people here who understand such matters express a want of confidence in the success of the enterprise. * * *

* Those evidences of progressive civilization, the railroads, which so thickly traverse our own country, are scarcely known here.

SPANISH DOMINIONS.

CADIZ—E. S. EGGLESTON, *Consul.*

JULY 25, 1863.

* * The objects of these requirements (the oath of the act of 1823, and modifications of the acts of July, 1862, and March, 1863) is, of course, to guard against frauds upon imports. But, in my judgment, they afford but very little, if any, additional safeguards, so far as the importation of wines and spirits are concerned. If men will falsify the one, they will the other, and the latter is just as easy of evasion as the former. He declares that no other invoice of the goods has been or will be furnished to any one. To evade the effect of this, it is not necessary that he should send any other invoice. He may invoice his wines at any price that he is willing to swear to, and then write to his agent not to sell them at a sum less than he names in his letter of instructions.

I do not know that frauds are systematically practiced in the importation of wines into America; but this much is very evident to me, that the people of America drink very bad wines, or else the government is grossly cheated.

Wines shipped from here are invoiced at so much the butt. For instance, so many half casks or quarter casks, at so much the butt. A butt is 112 imperial gallons, or 133 American.

The lowest-priced sherry wines here are about £20 the butt, and the highest $200 the butt; and yet, from an examination of my book of invoices, I think that the average invoice price of wines sent from this place will not exceed one dollar and twenty-four cents the gallon, while I am not able to buy a wine at all suitable for the table for less than two dollars and a quarter, or two and a half the gallon.

Young sherry wines at the close of their third fermentation, the first moment that they are fit for use, not manipulated at all, are worth more than £20 the butt, on an average. I do not think it possible to guard against the difficulty by any form of oath or declaration whatever.

The best remedy that I have heard of (and I can think of no better) is that of the English government, or rather the system formerly in force in England; that is, examine all wines entered by competent judges, and if they are invoiced below their actual value, the government takes them, and pays the party the invoice price.

The mode now in operation in England is on the basis of specific duties; that is, all wines are tested by a spiritometer to determine the quantity of spirit contained in it, and duty is imposed accordingly, varying from one shilling to a crown. But this system works unequally, because wines, however valuable they may be, that contain little spirit, are entered at one shilling duty. Such, for instance, as Madeira wines, among the most valuable, pay the least duty; while the cheapest sherry pays the highest duty, for the reason that sherry wines will not keep without the addition of spirit. * * * *

BARCELONA—JOHN ALBRO LITTLE, *Consul.*

JANUARY 15, 1863.

On the 19th of September last I received a copy of a circular No. 17, Department of State, July 31, 1862, on the subject of "the privilege of purchasing supplies from the public warehouses, duty free, extended under such regulations

as the Secretary of the Treasury shall prescribe to vessels-of-war of any nation, in ports of the United States, which may reciprocate such privileges towards the vessels-of-war of the United States in its ports."

The regulations above referred to were received at this consulate November 13, as per circular dated Treasury Department, August 1, 1862, and I was then enabled to communicate a copy of the provision of the law and of the regulations of the Secretary of the Treasury to the captain-general of Catalonia.

I have now the honor to inform you that, in reply to my above-named communication, the captain-general has notified me "that it is not within his jurisdiction to accord any privilege to vessels-of-war of the United States at the ports of Barcelona and Tarragona, without a royal decree to that effect."

JANUARY 16, 1863.

I have the honor to submit to you the following report for the quarter ended December 31, 1862:

The amount of cotton entered at the port of Barcelona during the quarter is as follows:

From Cadiz	329	bales.
Cette	347	"
Gibraltar	107	"
Havana	118	"
Licata	60	"
Liverpool	294	"
Macao	750	"
Malta	340	"
Marseilles	425	"
Matanzas	1,453	"
Oporto	450	"
Total for the quarter	4,673	"
From January 1 to September 30, 1862	49,020	"
Total for the year 1862	53,693	"

or about half the average receipts.

The imports and exports from and to the United States at the ports of Barcelona and Tarragona for the quarter ended December 31, 1862:

Imports: 669,330 (gross mil) staves; 25 bbls. salt beef; and 20 boxes sperm candles.

Exports: One pipe and 840 barrels of wine; 628 bags of almonds; 200 bags of Barcelona nuts; 319 bales corks; 25 pounds saffron; 250 pieces silk ribbons; 27 packages of silk; 25 millares of white yarn.

The above return of imports and exports is made up only from the books of the consulate, as no access is to be obtained to the statistics of the custom-house at Barcelona.

Statement showing the number, nationality, and tonnage of vessels entered at the port of Barcelona for the quarter ended December 31, 1862, *not including vessels of the province under twenty tons burden.*

Nationality.	No.	Tons.	Nationality.	No.	Tons.
Danish	6	903	Italian	31	5,027
English	39	11,259	Mecklenburg	4	1,204
French	12	1,578	Spanish	681	84,680
Portuguese	2	230	Sweden and Norway	25	11,299
Prussian	6	1,999	United States	3	1,179 $\frac{33}{95}$
Russian	3	860			
Holland	3	383	Total	815	120,093 $\frac{33}{95}$

Total number of vessels entered at the port of Barcelona for the year ended December 31, 1862.

Nationality.	No.	Tons.	Nationality.	No.	Tons.
Austrian	5	1,717	Mecklenburg	10	2,884
Belgian	9	1,851	Portuguese	13	1,347
Danish	7	1,018	Prussian	19	6,737
English	146	39,056	Russian	29	12,642
French	73	11,100	Spanish	2,960	365,870
Greek	1	270	Swedish	60	22,860
Hamburg	1	150	United States	18	7,150 $\frac{41}{95}$
Holland	22	699			
Italian	135	21,110	Total	4,508	498,601 $\frac{41}{95}$

The foregoing vessels arriving at this port are principally loaded with coke and coal from England.

APRIL 10, 1863.

I have the honor to submit to you the following report for the quarter ended March 31, 1863:

The amount of cotton entered at the port of Barcelona for the quarter is 23,569 bales, principally from Liverpool and Marseilles, and none from the United States direct. For the corresponding period of the year 1862, there entered 12,510 bales, which shows a gain of 11,059 bales, for the present year.

The following are the imports and exports for the quarter, to and from the United States at this port, the returns from the consular agency at Tarragona not having been received at this consulate, as stated in despatch No. XVI, viz:

Imports: 203,700 (gross mil) staves.

Exports: 60 bales corks; 600 pieces silk ribbons; 130¼ pipes red wine, Oporto shape.

The number, nationality, and tonnage of vessels entered at the port of Barcelona from January 1 to March 31, 1863, not including vessels of the province under 20 tons burden, are, viz:

Nationality.	No.	Tonnage	Nationality.	No.	Tonnage
American	3	1,189	Holland	4	494
Austrian	2	601	Italian	28	4,057
Belgian	2	558	Mecklenburg	7	1,815
English	10	3,079	Norwegian and Swedish	7	2,164
French	15	1,664	Portuguese	4	609
Greek	2	333	Prussian	28	8,276
Hanoverian	2	222	Russian	11	3,695
Spanish	542	67,570			
			Total	667	96,326

Corresponding period of the previous year—total, 611 vessels; tonnage, 103,908.

The foreign vessels arriving at this port are principally loaded with coke and coal from England, as heretofore stated.

JULY 13, 1863.

The amount of cotton entered at the port of Barcelona for the quarter ended June 3, 1860.

From Bahia	424	bales.
Cadiz	1,906	"
Cette	4,317	"
Santander	322	"
Garruiba	6	"
Havana	391	"
Parahibo	118	"
Liverpool	2,859	"
Marseilles	11,646	"
Mayaguez	20	"
Messina	230	"
Nagnabo	454	"
Pernambuco	4,338	"
Total for the quarter	27,031	"
Same period preceding year	12,510	"
Difference	14,521	"

The cotton manufactories of this province are now employing a larger number of hands than during the same period of the preceding year, and the large number of workmen who were thrown out of employment two years ago have either found occupation in other branches of industry, or are employed by the civil authorities of Barcelona upon works of public improvement now in progress in this city and province.

Imports from the United States at the port of Barcelona for the quarter ended June 30, 1863.

Articles.	Quantity.	Articles.	Qnantity.
Staves	440, 000	Logwood	577½ tons
Hoofs of oxen, &c	176 quintals	Sarsaparilla	175 cases
Salt beef	40 barrels		

Exports from Barcelona to the United States during the same period.

Red wine, gallons	98
Red wine, boxes	12
Orange wine, barrel	1
Cognac, barrel	1

The number, nationality, and tonnage of vessels entered at the port of Barcelona from April 1 to June 30, 1863, not including Spanish vessels of under twenty tons burden, are as follows:

Nationality..	No.	Tons.
American	4	1, 674 19/95
Hanoverian	2	329
Belgian	3	671
Danish	3	793
Italian	52	7, 493
Mecklenburg	1	370
Norway and Sweden	14	6, 111
Spanish	803	96, 900
Dutch	3	405
English	41	9, 232
French	18	1, 360
Greek	1	225
Portuguese	2	252
Peruvian	2	686
Russian	7	1, 879
Total	956	128, 380 19/95
Corresponding period last year	1, 051	129, 559

OCTOBER 13, 1863.

I have the honor to enclose to you herewith a report of navigation and commerce at the ports of Barcelona and Tarragona, from October 1, 1862, to September 30, 1863.

The number, nationality, and tonnage of vessels entered at the port of Barcelona during the quarter ended September 30, 1863, are as follows:

Nationality.	No. of vessels.	Tonnage.	Nationality.	No. of vessels.	Tonnage.
Belgian	3	680	Danish	4	390
English	96	18,378	French	10	1,326
Hanoverian	1	94	Holland	4	441
Italian	41	5,863	Mecklenburg	1	196
Russian	2	698	Spanish	734	87,076
Sweden and Norway	11	3,509	United States	4	2,895 $\frac{82}{95}$
			Total	911	121,546 $\frac{82}{95}$

From the 1st of October, 1862, to the 30th of September, 1863, the following is the number, &c., of vessels entered, viz:

Nationality.	No. of vessels.	Tonnage.
Austrian	2	601
Danish	13	2,086
French	55	5,928
Hanoverian	5	645
Italian	152	22,440
Portuguese	9	1,219
Russian	23	8,931
Sweden and Norway	57	23,083
Belgian	8	1,909
English	186	41,948
Greek	3	558
Holland	14	1,723
Mecklenburg	13	3,583
Prussian	36	10,761
Spanish	2,761	336,226
United States	14	6,919 $\frac{41}{95}$
Total	3,351	468,560 $\frac{41}{95}$

The amount of cotton entered at the port of Barcelona during the quarter ended September 30, 1863, is, viz:

Where from.	Bales.	Where from.	Bales.
Bahia	3,024	Cette	3,142
Carril	418	Havana	2,168
Gibraltar	20	Malta	300
Liverpool	3,094	Marseilles	8,848
Manzanilla	5	Puerto Cabello	200
Pernambuco	2,266	Seville	554
Santander	335		
Cadiz	1,344	Total	25,718

From October 1, 1862, to September 30, 1863, 81,045 bales. Prices of cotton at Barcelona vary in accordance with quotations of the same in the Liverpool and Havre markets.

The above amount of cotton received at this port during the year ended September 30 is about 20,000 bales short of the former average annual receipts.

However, many of the cotton manufactories that had ceased work during the winter of 1861–'62 are now employing the same number of hands and working the same length of time as before the scarcity and increase of prices of the raw material. Of the 36,000 workmen occupied in the cotton industry of the province of Catalonia, few are at present suffering from the want of employment.

The following are the imports and exports from and to the United States at the ports of Barcelona and Tarragona from October 1, 1862, to September 30, 1863, viz:

Imports.

PORT OF BARCELONA.

Pipe staves, 1,122,900; logwood, 1,079½ tons; cow horns, 176 quintals; salt beef, 75 barrels; candles, 20 boxes; sarsaparilla, 25 cases.

PORT OF TARRAGONA.

Pipe staves, 545,864; barrel staves, 67,720.

Exports.

PORT OF BARCELONA.

Corks, 505 bales; 850 packages of silk ribbons; 27 packages of silks; 20 packages of linen; 25 pounds of saffron; 138¼ barrels of red wine; 1 barrel of orange wine; 1 barrel of cognac.

PORT OF TARRAGONA.

25 pipes of wine; 1,430 barrels of wine; 728 bags of almonds; 98 bags of Barcelona nuts; 22 bales of corks.

As I have before stated in my reports, I have been unable to procure any statistics of the imports and exports from the custom-house or chamber of commerce at Barcelona, and the above lists are taken entirely from the books of this consulate.

By the above lists of importations from the United States at the ports of Barcelona and Tarragona, it will be seen that the arrivals of pipe staves for the last year have been large; the stock on hand is now considerable, and the prices very irregular. Heavy staves that sold two years since at $120 per mille, now bring from $180 to $220.

The province of Catalonia, of which Barcelona is the capital, is principally occupied with manufacturing interests, and the articles of exportation to the United States are few, consisting of wines, brandies, almonds, Barcelona nuts, olive oil, corks, and licorice root and paste. Silk ribbons, used for binding up cigars, are also exported to some extent, but principally to Cuba and Brazil.

PORT AND HARBOR OF BARCELONA.

Two dredging machines have been at work during the past year in deepening the water of a portion of the harbor, and the contract with the parties employed includes the digging out of the entire harbor; this will still require

five years' work. Vessels drawing over nineteen feet of water cannot at present enter the port of Barcelona, and are obliged to discharge a portion of their cargo outside; this is often very dangerous, as in bad weather the only safety for a ship is to proceed to sea.

A dry dock, or rather a slip, has just been completed at this port, which will take up a vessel of 1,000 tons. The following prices have been established for entrance, &c.:

Steamers, entry	4 rials per ton.
Steamers, daily hire	2 rials per ton.
Sailing vessels, entry	3 rials per ton.
Sailing vessels, daily hire	1½ rial per ton.

RAILWAYS OF THE PROVINCE.

The progress of Spain at the present time is nowhere more visible than in the province of Catalonia, but even here there is much to contend against. Barcelona is at present connected by railway with the capital—the journey to Madrid by the way of Zaragoza occupying only twenty-four hours, instead of three days, as was the case one year since. This railway is badly constructed, and much money must st ll be expended before it can be considered safe from the acc dents which are now very numerous.

The railway connecting Catalonia with France already extends from Barcelona to Gerona, and it would seem that the short distance which separates Gerona from Perpignan—the limit of the French railroad—might very soon be constructed; but it is stated that direct railway communication with France will not be established before the summer of 1865.

The railway extending along the coast of this province, which is to connect Barcelona with Tarragona and Valencia, is progressing rapidly, and will be open to the public as far as Tarragona by the month of June next. This road will be of very great benefit to Tarragona and Valencia.

* * There have been no later changes in the revenue laws of this country, nor royal decrees nor proclamations affecting our commercial interests.

MALAGA—A. M. HANCOCK, *Consul.*

JANUARY 10, 1863.

* * * I have no comments to make on the commerce for the past quarter; it has been very limited compared with previous years. Great distress prevails here in the American trade, and but few shipments have been made save for account of merchants in America. * * * * *

* * * I know of no royal order or decree in anywise affecting the commerce between Spain and the United States. There has been no change in the harbor regulations or charges.

Statement showing the description, quantities, and value of exports from Malaga to the United States in American vessels, together with the total in American and foreign vessels, during the quarter ended December 30, 1862.

Description of exports in American and foreign vessels.	Quantities.	Description of exports in American vessels.	Quantities.
Raisins.....boxes..	181,453	Raisins.....boxes..	109,955
Raisins.....barrels..	4,428	Raisins.....barrels..	1,324
Raisins.....frails..	2,738	Raisins.....frails..	655
Wines.....qr. casks..	188	Wines.....qr. casks..	188
Figs.....boxes..	1,540	Figs.....boxes..	500
Almonds.....frails..	3,441	Almonds.....frails..	1,273
Almonds.....boxes..	40	Almonds.....boxes..	24
Lemons.....boxes..	15,246	Lemons.....boxes..	10,589
Oranges.....boxes..	1,125	Oranges.....boxes..	525
Licorice root.....bales..	1,045	Licorice root.....bales..	830
Wool.....bales..	587	Wool.....bales..	64
Lead.....tons..	684	Lead.....tons..	224
Olives.....kegs..	1,195	Olives.....kegs..	1,195
Grapes.....barrels..	2,838	Grapes.....barrels..	1,797
Total value, $494,862		Total value, $211,897	

DISTRIBUTION.

Nationality.	Amount.	Destination.	Amount.
United States.....	$211,897	New York.....	$362,808
British.....	83,391	Boston.....	64,020
Norwegian.....	101,769		
Prussian.....	29,771		
	426,828		426,828

FEBRUARY 9, 1863.

* * * * * * * * *

In answer to the 9th paragraph of that circular, (No. 29,) I beg to state that I am advised that by the treaty between Spain and France the right to administer oaths is secured to the French consul, and by the nineteenth article of the treaty of 1795, between Spain and the United States, the consuls of our government are placed on a footing equal with those of the most favored nations.

Hence you perceive that I have the right to administer oaths. But should the oath prove false, I am advised that by the criminal laws of Spain the person making the oath could not be prosecuted for perjury, but for fraud; or, in the language of the law, for "using a deceit to defraud," the penalty of the law being a fine of double the amount specified in the account on statement to which the oath was made.

For the further information of the State Department, I enclose you the copy of a letter dated March 22, 1854, from Pierre Soulé, then minister of the United States at Madrid, to my predecessor, giving the copy of a despatch from the Spanish minister of state, referring to the subject in question:

"LEGATION OF THE UNITED STATES,
"*Madrid, March* 22, 1854.

"DEAR SIR: In answer to your communication on the subject of oaths administered by consuls of the United States in Spain, I have the satisfaction to

transcribe what is said to me by the minister of state under date of the 17th instant in a note just received:

"The undersigned, first secretary of state, has the honor to inform the envoy extraordinary and minister plenipotentiary of the United States, in answer to the question asked of him in a note of 17th November ultimo, that the laws of Spain do not object to the consular agents of the United States receiving the oath, which, according to the regulations of the custom-house of their country, is to be taken at the delivery of invoices of goods destined for their ports, and that if it is proven that such an oath should be false, the person who has been sworn is to be condemned for the crime of falsehood by the competent judge whose duty it is to apply the punishment reserved for such cases by the article 227 of the criminal code.

"The undersigned hopes that the government of the United States will find in these provisions of the Spanish laws the guarantee justly required for the correctness of the invoices, and seizes this opportunity, &c., &c., &c.'

"I hope this declaration of the Spanish government will be found to fulfil all the requisites of the case put by you.

"And remain, very respectfully, &c.,

"PIERRE SOULÉ.

"JOHN SOMERS SMITH, Esq.,
"*United States Consul, Malaga.*"

MARCH 31, 1863.

* * * The commercial transactions during the past three months with America have been very small, and the accompanying documents contain all the information of which I am possessed.

There have been no arrivals or departures of American vessels from Almeria or Adra during the present quarter. * * *

Statement showing the description, quantities, and value of exports from Malaga to the United States, in American and foreign vessels, during the quarter ended March 31, 1863.

IN AMERICAN AND FOREIGN VESSELS.

Raisins, boxes	20,705
Almonds, boxes	5
Figs, boxes	500
Wines, barrels	50
Grapes, barrels	50
Olives, kegs	50
Licorice root, bales	200
Orange peel, bales	21
Mats, bales	100
Bird seed, barrels	100
Lead, tons	621

Value, $80,268.

IN AMERICAN VESSELS.

Raisins, boxes	15,983
Wines, barrels	50
Grapes, barrels	50
Orange peel, bales	21
Mats, bales	220
Bird seed, barrels	100
Lead, tons	401

Value, $45,458.

MARCH 31, 1863.

* * * Raisins being the principal export from this province to the United States, it is probably well to say that the estimated stock now left in the country, from the vintage of last year, is one hundred and fifty thousand boxes.

The larger part of this stock is in the hands of the exporters; hence the tendency of prices will be upward. To-day M. R. L. are held at $1 30 per box; and M. R. at $1 15 per box.

The markets of the world are generally supplied, and, of course, there is now but little demand The exports to America since the last vintage have not exceeded one-half of that of former years.

I am informed of no new commercial regulations, duties, or port charges worth reporting to your department.

Exchange on London is to-day quoted at 50, 25 and 30; Paris, 5.30; Hamburg, 44.95.

JUNE 4, 1863.

I have the honor to enclose herewith the copy of a very interesting despatch received a short time since from my estimable consular agent at Adra, Mr. Frederick Burr.

UNITED STATES VICE-CONSULATE,
Adra, March 14, 1863.

I have the honor to transmit herewith, in continuation of former years, a statement of the total quantity of silver, lead, lead ore and zinc ore exported from this place during the past year, 1862.

The importance of this district, as one of the principal lead districts in Europe, and one whose whole produce is exported, is well known—Adra being the port where the chief shipment of lead and other minerals takes place.

Within the last two years another article of considerable importance has been added to our exports—Calamine, or ore of zinc—the number of quintals exported in 1861, the first year, being 54,725, while in 1862 the quantity advanced to 103,599 quintals.

The export of lead exhibits a small decline last year, being 303,853 quintals in 1862, against 316,191 quintals in 1861. In the exports of lead ore, there is also a small decline last year of about 4,000 quintals. The mineral industry of this district has hitherto suffered greatly from the want of cart roads, all the transport being carried on by the slow and costly means of animal burden. A road is now projected from this place to Berja and El Fondon, which will greatly facilitate the transport of the ore and economize the cost of carriage. The ben-

efit of this road will be great, and especially for the new export of calamine or zinc ore, which can very ill afford to pay the present high rate of transport. The whole coast of the province of Almeria, though presenting many dangerous points, and where frequent shipwrecks and maritime disasters are of yearly occurrence, has been hitherto entirely unprovided with light-houses.

This reproach is now about to be removed, as lights will soon be in operation on the well-known lofty promontory of the Cabo de Gata, and in some other places.

As regards this district of Adra, a light-house is being constructed at Punta de Elena, about half way between this place and Almeria, which will be serviceable on this low and dangerous line of coast.

The very peculiar dangers and deceptive appearances presented by this line of coast, which extends for a distance of about five leagues from west to east, I have, on a former occasion, fully and clearly pointed out for the benefit of navigation The light-house at Punta de Elena will probably be in operation before the end of the year, and will certainly tend to diminish shipwrecks on this coast, though from many local circumstances I fear it will not, by any means, wholly prevent them.

Statement showing the exports of lead, alcohol, zinc ore, and silver from Adra for different ports during the year 1862.

1862.	Silver.*	Lead.†	Zinc ore.‡	Alcohol.§
	Marcos.	*Quintals.*	*Quintals.*	*Quintals.*
January	2,214	15,362	6,955	3,430
February	669	21,416	6,304	3,200
March	609	10,078	3,260	6,146
April	2,122	29,102	.....	900
May	.....	29,953	15,574	1,880
June	.....	13,917	2,920	2,800
July	.....	43,172	16,800	1,086
August	623	37,829	5,100	900
September	2,199	25,597	15,600	360
October	1,720	33,665	15,486	.....
November	607	21,263	3,000	2,955
December	.....	22,499	12,600	1,500
	10,763	303,853	103,599	25,157

* The value of 1 marco of silver (9 ounces) is 180 reals.
† One quintal of lead is 72 reals.
‡ One quintal of zinc ore is 9 reals.
§ One quintal of alcohol is 50 reals.

JUNE 27, 1863.

I had the honor to send you by the brigantine Edward Hill, H. Sylvester, master, which sailed from here on the 11th of June, for New York, to the care of the Hon. Hiram Barney, two specimens of esparte, (grass,) a production of the provinces of Almeria, Granada, Murcia, and Alicante. As the exportation of esparte from Almeria, one of the ports of this consular district, has grown so rapidly within the last two years, and because two or three cargoes, through the enterprise of the mercantile house of Loring Brothers, of this city, and Loring & Co., of Boston, have gone to America, it has seemed to me judicious and proper that this new article, from which a great deal of paper is being manufactured in England, should be brought to your notice, both by specimens of the grass itself, and a succinct statement of its use and history, and the benefits to be derived from encouraging its importation.

In 1861 an English house tried the experiment of making esparte into paper, and so well and profitably did the experiment turn out, that from the single port of Almeria the exportation, which was but a thousand tons in 1861, will reach twenty-five thousand in 1863.

Esparte is a natural growth of the valleys and table land of the provinces before mentioned, and yields two crops annually. Much discussion has recently arisen in the esparte districts, one party declaring that the grass should be pulled twice a year, and the other that it should be pulled but once a year, until the government of her Catholic Majesty has instituted an inquiry upon the subject, for the purpose of settling the dispute by royal order.

The majority is largely in favor of gathering two crops a year, and I am informed by those who are quite familiar with the subject that the second crop is equal, in all respects, to the first.

I use the word "pulled," for that is the manner in which the grass is gathered, instead of being cut.

Owing to the great demand for esparte, the price has nearly or quite doubled within the last eighteen months. It now costs on board, ready for shipment, about 19 reals per quintal, equal to 95 cents in American money.

There is one reason why the importation of esparte should be encouraged just now by the government of the United States. I make no account of the fact that its importation would probably lower the price of paper, but desire to present it in an entirely different view.

Owing to the existence of privateers, I have no doubt that the government has been made painfully aware of the fact that American merchant vessels are not as readily chartered as in times past. For two years past, the preference has been given in this port to foreign vessels, but previous to that time our own vessels had the preference; and the result is that it not unfrequently occurs that American vessels leave here in ballast, while freights are actually seeking foreign bottoms.

If the importation of esparte is encouraged, it will be beneficial to our merchant marine; for it is very rare, indeed, that a vessel cannot get 75 or 100 tons of lead for the United States; and if you encourage the importation of esparte, it will enable our vessels to get charters of lead and esparte to the United States always. Three vessels that could get nothing else, recently got charters of this kind; and so it will be continually.

From the investigation that I have been able to make, I have been forced to the conclusion that esparte should be admitted free of duty. No duty is levied upon it by any of the governments of Europe to which it is sent. And as the act of July 14, 1862, admits linen and cotton rags, used in the manufacture of paper, free of duty, it occurs to me that esparte, used only for the same purpose, should also be admitted free of duty. If a duty is levied on it, I give it as my opinion, after fully investigating the subject here, that it will prohibit its exportation to America. From representations of its cost, a very small margin is left for profits by the exporters, and the liability of the cargo to perish in case of a long voyage renders the chances of profit precarious.

My principal reason for advising the encouragement of the importation of this grass to America is because I believe it will greatly benefit the American merchant vessels that engage in the carrying trade of the Mediterranean; and governed almost entirely by this view, I have thus ventured to address you at this length on the subject.

JUNE 30, 1863.

* * * The commerce between this province and the States for the past three months has been so meagre, that it furnishes no basis for remarks. * * *

No royal orders or decrees have been promulgated during the quarter, in any way affecting the commerce of the United States.

The grain crop is a small one. For a time it was feared that it would prove a failure. Timely rains have saved it.

The grape crop bids very fair. The vines are overburdened with young fruit. * * *

Statement showing the description, quantities, and value of exports from Malaga to the United States in American vessels during the quarter ended June 30, 1863.

Description.		Quantities.
Raisins	boxes	22,252
Wine	qr. casks	160
Wine	barrels	6
Garbanzos	sacks	50
Mats	bales	267
Orange-peel	bales	60
Lemons	boxes	405
Value, $49,527.		

Distribution by ports:

New York	$40,226
Boston	9,301
	49,527

JULY 13, 1863.

There were no arrivals or departures of American vessels from Adra during the quarter ended June 30, 1863.

SEPTEMBER 30, 1863.

I beg to submit the following remarks on the commerce between this port and the different ports of the United States, for the year ending with this date, accompanied by the statistical tables usually forwarded at this season.

Staves.—The importations from the United States direct to this province consist now only of staves. Owing to the high rate of exchange which prevailed between America and the continent during the early part of the year, merchants who had done business with America the previous vintage brought back much more of their money than usual in staves; and hence the number imported from America during the twelve months ending to-day considerably exceeds that of previous years. From September 30, 1862, to September 30, 1863, one million six hundred and fifty thousand and nineteen staves were brought to Malaga from the United States, estimated to be worth two hundred and ninety thousand one hundred and fifty-three dollars. From September 30, 1861, to September 30, 1862, but eight hundred and ten thousand seven hundred and thirty-three staves were imported, valued at one hundred and twenty nine thousand seven hundred and seventeen dollars. The importations of this year show an excess of nine hundred and six thousand and eighty-six staves over the pre-

vious year, with an excess of valuation of one hundred and sixty thousand hundred and fifty-six dollars.

Raisins.—The crop of raisin grapes this year is larger than that of 1862; owing to a summer almost unparalleled for heat, the fruit is inferior to th last year. The export of raisins to the States begins more liberally than year, for up to this date, nearly as many again raisins have gone to Am since the beginning of vintage, as had gone at the same date and durin same period in 1862. From September 30, 1862, to this date there have exported to different ports of America, by American and foreign vessels, hundred and ninety-eight thousand one hundred and thirty-three boxes of rai valued at one million eight thousand and seventy-six dollars; being an exce seventy-eight thousand one hundred and sixty-nine boxes over the prev year.

Lemons.—The crop is small and the fruit inferior. They are worth to about $2 87 per box.

Arrivals.—Since my last annual report, but 37 American vessels have ar at this port, in aggregate tonnage amounting to 13,595 tons.

Freights.—There is no fixed rates for freights by American vessels. But merchants will charter them at all, and only at very low rates. By foreign sels freights from this port to the United States range from seven to nine lars per ton.

There have been no new manufactories established in the province du the past year; no new port regulations materially affecting the commerce America, and no new industrial establishments of any kind, have gone operation.

A railroad from this city to Cordova has been for some years in the co of construction. On the 16th of the present month, the cars began running Malaga to Adra, a distance of thirty miles.

Grain.—The grain crops, owing to a long drought in the spring, are sm than those of last year, and the grain quite inferior. * * *

Exchange.—On London, 90 days, sells at 50.30; Paris, 5.23; Hamburg

Statement showing the description, quantities, and value of exports j Malaga to the United States in American vessels, together with the tot American and foreign vessels, during the quarter ended September 30, 1

DESCRIPTION OF EXPORTS IN AMERICAN AND FOREIGN VESSELS.

Raisins, boxes	150,
Raisins, frails	
Raisins, kegs	
Figs, boxes and drums	
Wines, quarter casks	
Lemons, boxes	6,
Filberts, sacks	
Soap, boxes	
Almonds, boxes	
Almonds, sacks	
Lead, pigs	2,
Value, $245, 687	

DESCRIPTION OF EXPORTS IN AMERICAN VESSELS.

Raisins, boxes	15,
Raisins, kegs	

Almonds, sacks	100
Lemons, boxes	550

Value, $25, 686.

DISTRIBUTION.

By flags:

United States	$25, 686 99
British	158, 217 97
Norwegian	15, 597 93
Bremen	10, 424 46
Danish	14, 704 40
Swedish	21, 055 45
	245, 687 20

By ports:

New York	$157, 808 74
Boston	74, 687 74
Baltimore	13, 190 72
	245, 687 20

Summary statement showing the description, quantities, and value of exports from Malaga to the United States in American vessels, together with the total in American and foreign vessels, during the year ended September 30, 1863.

DESCRIPTION OF EXPORTS IN AMERICAN AND FOREIGN VESSELS.

Raisins, boxes	498, 133
Raisins, barrels	4, 747
Raisins, frails	3, 038
Almonds, boxes	590
Almonds, frails	3, 491
Wines, quarter casks	482
Wines, barrels	56
Orange-peel, bales	101
Figs, boxes, drums, and frails	2, 240
Filberts, sacks	70
Lemons, boxes	30, 717
Oranges, boxes	1, 215
Grapes, barrels	3, 698
Olives, barrels	1, 445
Hats, bales	2, 269
Licorice root, bales	1, 250
Licorice paste, boxes	582
Bird-seed, barrels	294
Wool, bales	987
Lead, pigs, from 100 to 120 pounds each	541

Value, $1, 008, 076.

DESCRIPTION OF EXPORTS IN AMERICAN VESSELS.

Raisins, boxes	334, 633
Raisins, barrels	1, 424
Raisins, frails	672
Wine, barrels	50
Wine, quarter casks	272
Almonds, boxes	549
Almonds, frails	1, 973
Orange-peel, bales	21
Figs, boxes	750
Lemons, boxes	18, 969
Oranges, boxes	1, 215
Grapes, barrels	2, 474
Olives, barrels	1, 395
Hats, bales	220
Licorice root, bales	830
Bird-seed, bales	220
Lead, pigs, from 100 to 120 pounds	1, 320

Value, $548, 019.

DISTRIBUTION.

By nationality:

United States	$548, 019
British	172, 092
Danish	28, 599
Russian	21, 980
Norwegian	176, 136
Prussian	29, 771
Bremen	10, 424
Swedish	21, 055
	1, 008, 076

By ports:

New York	$712, 234
Boston	214, 800
San Francisco	28, 488
Philadelphia	24, 033
Baltimore	28, 521
	1, 008, 076

SANTANDER—RICHARD C. HANNAH, *Consul.*

DECEMBER 22, 1863.

I have the honor to submit the following report of commerce of this port for the twelve months closing with September 30, 1863.

Accompanying the report will be found the following tables:

Tabular return of imports to the port and province of Santander, from September 30, 1862, to September 30, 1863, with their values, and the quantities and values of imports from September 30, 1861, to September 30, 1862.

Tabular return of exports at the port and province of Santander, from September 30, 1862, to September 30, 1863, with quantities and values, and a comparison with the quantities and values of the preceding year.

Tabular return of coasting trade for the same period, with quantities and values, and a similar comparison.

IMPORT TRADE.

The total value of imports, as shown by the enclosure No. 1, amounts to $7,843,000 for the year ending September 30, 1863, as against $9,135,518 for the year closing with September 30, 1862, being a decrease in 1863 of $1,292,518.

The following are the principal articles imported:

	1863.	1862.
Iron for manufacturing and railway construction..	$699, 900	$847, 400
Wire		43, 900
Coal and coke	91, 800	53, 600
Machinery	756, 100	687, 300
Cocoa	1, 075, 900	2, 219, 100
Sugar	857, 500	1, 043, 000
Codfish	452, 400	784, 000
Tobacco, (estimated)		130, 000
Linen, wool, silk, and mixed textiles	1, 130, 000	1, 029, 100
Raw cotton	52, 000	260, 000
	5, 115, 600	7, 097, 400
Year ending September 30, 1863		5, 115, 600
A decrease in the above articles of		1, 981, 800

The comparative supply by the various iron-producing countries of Europe was, during the years 1862 and 1863, ending, respectively, September 30, as follows:

		England.	France.	Germany.	Belgium.
		Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Steel	1862	89,600	17,050	7,306	14,600
	1863	300,000	6,600	6,700	2,240,800
		Inc. 210,400	Dec. 10,450	Dec. 606	Inc. 2,225,400
Iron, in pigs	1862	3,129,630	42,400	None.	None.
	1863	842,700	None.	None.	357,300
		Dec. 2,286,930	Dec. 42,400	.....	Inc. 357,300
Iron, in bars and rails	1862	885,760	1,444,560	324,520	8,373,750
	1863	10,360,000	224,000	156,800	566,500
		Inc. 9,474,240	Dec. 1,220,560	Dec. 167,720	Dec. 7,807,250
Iron, in general manufactures.	1862	31,660	70,245	8,920	11,800
	1863	432,000	366,000	17,300	347,700
		Inc. 400,340	Inc. 295,755	Inc. 8,380	Inc. 335,900

The above table shows a singular fluctuation, but, in the main, an increase in the weight of iron and steel. However, by reference to the import table, the value of these articles will be found to be inferior to that imported in the year ending September 30, 1862, arising from the fact that the cheaper classes of iron and steel have been recently more in demand.

The variations in the nature of the demand, and in the source from which it is supplied, are ascribed to the more completed state of the railways in course of construction. The Ferro Carril del Norte (Northern railway) is constructed by a French company, the Credit Mobilier, in which is invested a large amount of Belgian capital. From that cause the rails were chiefly from Belgium and France, England and Germany only supplying occasionally. Since that period another railway, the Palencia and Ponferrada railway, proceeding towards the westward of the Peninsula, has been in course of construction by an independent company, and its supplies have been chiefly obtained from England. Thus there has been a diminution in the supply of bars from France and Belgium of nearly nine millions of pounds, while England has increased its orders to the extent of nearly nine and a half millions of pounds. In the article of steel, the approach to completion of several of the railways has occasioned an increased demand for railway materials, for engines, cars, &c., and Belgium, in consequence of the pecuniary interests which its capitalists have in the Ferro Carril del Norte, has contributed an increased supply, amounting to 2,225,400 pounds. In general manufactures, France, Belgium, and England have partially increased their supplies.

In machinery, it is not so easy to appreciate the difference from the change introduced by the new tariff, in the mode of citing the quantities which was formerly quoted in "bultos", or packages, and are now given in weight; but taking the valuation attributed to them as a criterion, Belgium and England have supplied about equal quantities. The Belgian supplies have been almost exclusively to the railways in which it has an interest, as before stated, and England supplying independent railways and the general market.

The importation of raw cotton, which in my last report was mentioned to have been reduced, has subsequently experienced a very large decrease; only to the extent of 117,400 pounds having arrived, less by 92,600 pounds than the import during the previous twelve months from England alone, without taking into account the quantity of 440,100 pounds, which arrived in 1862 from the United States, and from which quarter no cargoes have since been received. As I then stated, this article is not now manufactured by the cotton factory in this vicinity, which has continued to work up hemp in lieu, and what does come finds its way into the interior.

In cotton fabrics there has been a diminution in the supply to the value of nearly $179,000, but the deficiency has been much more than made up by an increased importation of linen textiles and articles usually classed under the title of millinery and haberdashery.

Cocoa, which was mentioned in my former report to have been imported to the extent of 5,553,250 pounds, now figures for only 2,390,800 pounds, being a diminution of 3,162,450 pounds, more than half. Other parts of Spain share, to a greater extent, perhaps, than formerly, in the direct import of this product, and consequently the consumers here derive part of their supplies through another source, viz: the coasting trade, which branch of commerce, therefore, shows a large increase of arrivals.

Tobacco has entirely ceased this year to appear as an article of direct importation to Santander, and disappears from the tables, because being imported coastwise, and exclusively on government account from other ports of Spain, no data are now given in public documents from which an approximate account of the quantities brought could be framed.

Of the remaining articles, spirits, oils, oilmen's sundries, &c., are articles

showing increased activity in construction of buildings and railways such as paints, tars, &c. In stationery and paper there has been an increase. Although, therefore, there has been upon the year a decrease in the value of imports into Santander to the extent of $1,292,518, it is sufficiently evident that that circumstance does not arise entirely from any check in the progressive advancement of Spain as a commercial nation, but materially from the fact that Santander is not now so favorably situated, through the incompleteness of its railway communication, as other ports less favored as harbors, but furnishing for the moment a more easy transport to the interior. It was likewise somewhat affected by the decrease in the amount of exports, as stated in the remarks upon the export trade. The apparent evidences of permanent progress, stimulated by railways, and by the corresponding improvement of roads, both of ordinary highways and the laying out and making of village roads in connexion with them—an operation very extensively and diligently acted upon within the last two years—give reason for expecting that Santander, when the short gap over the Pyrenees of ten miles in width, is surmounted, and which is expected to be done about September, 1864, will again recover its pristine importance, and continue, year by year, as recently, to increase its imports, which its excellent harbor is so well calculated to accommodate, and that the benefits of commerce may, more generally than formerly, be diffused among the inhabitants of the Peninsula, who, until now, have been confined to the little world contained within the boundaries of their own villages, or the limits of the adjacent mountains.

The following is the account of the duties received at the custom-house in Santander during the year ending September 30, 1863:

	Spanish flag.	Foreign flags.
General trade	$628,170 00	$37,197
Articles for railways	84,022 30	697,004
From colonies	426,016 85	none.
From States in America, formerly Spanish	219,364 85	none.
	1,357,574 00	734,201
Total for Spanish flag		1,357,574
Grand total		2,091,775

EXPORT TRADE.

With regard to the exports of Santander, as observed in my former report, the Spanish colonies have been the only regular customers. The demand that existed with France and England for breadstuffs from this market has entirely ceased, the prices in those countries being lower than in Spain. The Castilian farmers, actuated by the motives adverted to by me last year, have preferred to hold their stocks to dispose of them at the prices now ruling in the other parts of the European continent. This observation applies even to the Spanish colonial market. The export of flour to the latter amounted during the twelve months ending September 30, 1862, to 390,600 barrels. During the twelve months just expired Cuba has not received from this country two-thirds of that supply, the tables showing only 258,300 barrels. Its inhabitants find it cheaper, it is said, to obtain flour from the United States, and to pay the additional duties chargeable on it as foreign flour, to continuing their importation from the mother country.

The following comparative view of the trade in flour with England France,

and Cuba, as shown by the returns of the last two years, is subjoined to show how their trade has been affected. The quantity exported to the places named was considered as having been very low during the year ending September 30, 1862.

	To England, bbls.	To France, bbls.	To Cuba, bbls.
To September 30, 1862.....	103,400	145,900	390,600
To September 30, 1863.....	2,450	.....	258,300
Decrease.....	100,950	145,900	132,300

Total decrease in these countries, 379,150 barrels.

Wheat, which found a place in my former annual summary of exports to the value of $396,000, disappears altogether in the present one. The dearness of wheat, and the recall of the Spanish contingent from Mexico, may also account for the decrease in the amount of biscuits and crackers forwarded to the West Indies. In the exports of groceries there has been an increase of 309,740 pounds. Some small portion found customers in France, but nearly the whole of that increase, viz: 289,100 pounds, went to Cuba, in part substitution for the lost market of cereals.

Copper plates, for the supply of the sugar boilers of the Spanish Antilles, (and which are not mentioned in the last year's report as consumers of that article,) have been exported thither to the extent of 148,425 pounds, they having, as may be seen by the import table, returned to the Peninsula 40,000 pounds of old copper.

Iron ore, obtained from the deposits in this neighborhood, figures as a large increase; this arises from the circumstance of the want of other available articles of export from this place to supply return cargoes for the English vessels bringing coal and other materials for the railways. The ore, owing to its low price, could not be exported hence so long as there were other articles of greater value, such as grain, &c., which could pay a better freight, and is, therefore, a factitious trade, which will probably cease with a more active source of general trade. A continued and material decline has to be reported in the export of calamine (zinc ore) from the Santander fields, and arises from the abundance of cheaper supplies of that mineral in other quarters. The deposits in this vicinity, lying within easy reach, being well nigh exhausted, and the abundant deposits existing at a greater distance from the coast, not being able at the present low price of minerals to bear the cost of raising, carriage, and freight, a continued decrease may be expected, unless the prices should change for the better. The decrease in the exportation amounts this year to about 14,893,000 pounds.

Regarding madder, my anticipations of last year appear to be confirmed; 400,000 pounds were then stated to have been exported. This year but 10,025 pounds are found in the return.

The low prices at which cereals have been selling throughout the rest of Europe, whilst occasioning an extensive retention of breadstuffs in local deposits, has also had the effect of inducing merchants of this place to divert their disposable capital, and invest them in the shares of newly established banking, credit, and other companies, of which many new ones have during the past year been established throughout this Peninsula.

This cause and effect have likewise operated to a great extent to bring about the before-mentioned temporary diminution and disturbance of the true local trade.

COASTING TRADE.

With the exception of the article of cocoa, the situation of the coasting trade appears to be about the same as previously.

No cotton or woollen textiles appear to have been forwarded from Santander to other ports. They go chiefly by railway to the interior, and what little go by sea do not find a place in the custom-house returns. Cocoa, sugar, wheat, dried fruits, peas, beans, and grease for railways, are the principal articles in which it will be found that increased quantities arrived coastwise. A decrease was experienced in entries of oil, spirits, iron, preserved meats, wheat, corn, barley, wax, pepper, rice, salt, fish and timber.

In the above article of cocoa the remarks made on that subject in reference to the import trade are applicable in this place.

The clearances from Santander to other ports exhibit a deficiency during the present year of $1,191,700 in cocoa, which very nearly corresponds with the deficiency of this article in table No. 1. The arrival, however, coastwise amounted to $620,000 against $68,000 in the year ended September 30, 1862. If you deduct from the list of articles in which there occurred deficiencies in the outward-bound coasting trade the item of cocoa, it will be seen that $163,555 remain as the sum of decreases, whilst the sum of increases has been $442,632; leaving a large surplus during the past year of $279,077.

The outward-bound coasting trade in iron, codfish and timber has decreased. In regard to the latter article, however, the decrease is rather apparent than real in many articles; because, since January 1, 1863, other ports in Spain have been permitted to receive cargoes direct from foreign vessels, which have previously touched at Santander, but which were formerly conveyed from here by coasting vessels only. A few words will enable me to explain the reason of this. The former regulations provided that the coasting trade should be confined to vessels owned and manned by Spaniards, and declared that no article, except coal, should be conveyed from one Spanish port to another in foreign vessels; and even in regard to coal, foreign vessels, in order to enjoy the privilege, were required to be loaded exclusively with that combustible, and no other. But by the new tariff, all artificial manures, hydraulic limes, coal from whatever source, baggage, building lumber and ores may be conveyed to other Spanish ports by foreign vessels. They may, therefore, come here, partially unload their cargoes, when consisting of these goods, and proceed with the rest to other Spanish ports, in which case their cargoes do not appear under the head of coasting trade. Of this privilege the Norwegian timber vessels, especially, have not been slow to avail themselves. Foreign vessels may take an entirely new cargo of the above articles from one Spanish port to another.

INTERNAL TRADE.

The general traffic to the interior by the Isabel 2d railway, a main artery of communication, is as follows:

	1861.	1862.
For passengers	$104, 563	$106, 614
For parcels, &c	13, 368	7, 097
For freight	718, 551	493, 940
	836, 482	607, 651
	607, 651	
Decrease	228, 831	

Several causes account for this decrease, of which three are the most prominent: first, the cessation of the flour and grain traffic, which, as mentioned last year, produced a large portion of the receipts; secondly, the destruction by heavy floods at the close of 1862 of a large bridge which entirely stopped the traffic of goods for about two months upon the first half of the road; thirdly, the diversion, by the greater completeness of the line across the Pyrenees, in the direction of Bilbao, San Sebastian, and Pasages, of a large proportion of the traffic.

The principal articles brought from the interior were:

		1861.	1862.
Flour	pounds..	433, 015, 100	388, 678, 471
Wheat	do....	110, 527, 711	78, 716, 600
Peas and bread	do....	2, 672, 380	1, 767, 337
Barley	do....	10, 335, 980	1, 187, 072
Ore	do....	3, 188, 860	1, 441, 864
Wine	do....	5, 692, 080	649, 686
Sundries	do....	364, 845, 989	22, 610, 395
		930, 278, 100	495, 051, 425

RESUMÉ.

1861	pounds..	930, 278, 900, producing..		$577, 856
1862	do....	495, 051, 425.....	do....	371, 599
Decrease	do....	435,226, 475.....	do....	206, 257

The principal articles carried to the interior were:

		1861.	1862.
Coal	pounds..	24, 262, 000	42, 894, 600
Coke	do....	15, 655, 000	14, 065, 800
Timber	do....	13, 942, 500	15, 850, 800
Articles for the use of the line	do....	6, 813, 300	8, 751, 600
Iron	do....	5, 316, 500	7, 551, 800
Empty sacks	do....	6, 339, 900	3, 923, 800
Sugar	do....	4, 197, 500	8, 865, 600
Codfish	do....	4, 027, 700	6, 043, 100
Material for interior	do....	90, 605, 510	61, 523, 100
Cocoa	do....	893, 200	2, 408, 800
Sundries	do....	23, 647, 890	43, 321, 576
		195, 701, 000	215, 200, 576

RESUMÉ.

1862	pounds..	215, 200, 516, producing..		$122, 341
1861	do....	195, 701, 000.....	do....	140, 079
Increase	do....	19, 499, 516.....	do....	17, 729

ALTERATIONS IN THE GENERAL REGULATIONS OF CUSTOMS.

My last annual report explained the nature of the restrictions in importation and exportation to which the ports of Spain were subjected by the laws, without reference to their capabilities. They remain very much the same as then stated. Rivadesella, in the Asturias, however, therein mentioned as having greater natural advantages for trade than Gijon, a port which, nevertheless, has the privileges annexed to a first-class port, has since been elevated from the fourth class to the third class, and is now authorized to import building lumber, tar, and pitch, rawhides, tow, rigging, dyeing materials, machinery, fire-bricks, and refractory clays, and to export articles to America. San Vicente, within the province of Santander, has also additional privileges of importation conceded to it, but mainly for the benefit of mining companies for working the zinc deposits near it.

On the 1st day of January, 1863, a new tariff of customs duties came into operation. The following is a sketch of the main alterations effected by it:

The metrical decimal system of weights and measures used in France is substituted for the old system of Spanish weights and measures.

The exaction of town duties is abrogated on the following articles of provisions, in lieu of which a duty is to be levied at the custom-houses of entry as an equivalent, in addition to the ordinary duties on importation, as follows:

Sugar, common	$0 85	per 220	pounds.
Sugar, refined	1 30	"	"
Salted codfish	40	"	"
Cocoa	1 05	"	"
Coffee	3 25	"	"
Tea	$10\frac{3}{4}$	per	$2\frac{1}{5}$ pounds.
Cloves	$2\frac{4}{10}$	"	"
Cinnamon, Ceylon	$10\frac{3}{4}$	"	"
Cinnamon, China	$2\frac{3}{10}$	"	"

Sugars refined within the Peninsula and Balearic isles are to pay 85 cents per 220 pounds, payable on departing from the manufactory. These equivalent duties are to be allowed by the treasury to the various townships wherein such goods may be received for consumption.

The principle adopted in making the new tariff seems to have been to preserve, as far as possible, the old rates of duties by assigning to the goods duties calculated at the same amount, according to the metric scale, and likewise to simplify the old tariff by compressing the 1,222 general articles, and 56 on foreign manufactured cotton, which it contained, into 736 items of general articles, and 56 on foreign manufactured cotton, without, however, releasing the grasp of the custom-house officers. In two respects the alterations have been more complete, namely: the substitution of equivalent duties for town dues on the articles of consumption, before adverted to, and the reduction to some extent of the duties upon iron, in order to stimulate manufactures, and to meet the progress effected by the modern element of national advancement.

Railways.—The following approximate comparison will explain the nature of these reductions:

The weight 220 pounds is used as being nearly equivalent to the 100 kilogrammes, which is the basis of the weight taken by the new tariff as a standard of charge in the greater number of articles mentioned in the accompanying list.

OLD TARIFF.

No.	Articles.	Pounds.	Amount.
	Steel:		
16	Ordinary and cementation, in bars and sheets	220	$4 55
17	Cast steel	220	700
	Iron:		
565	Cast, in pigs	220	1 32
566	Refined	220	2 07
567	Wrought, drawn, or hammered, in bars 1 inch thick and upwards	220	4 60
568	In bars of less than 1 inch	220	5 52
50	Wire, thick, from Nos. 1 to 14, Eng. scale, and wire for seating	220	5 22
51	Thin, from No. 14 to 26	220	6 97
52	Carding wire, No. 6 and upwards	220	3 16
569	Cast iron, in ordinary small manufactures and tubes, not exceeding 3½ feet in diameter	220	6 90
570	Cast tubes of 3½ feet	Ad val.	90
571	Wrought, in small manufactures	220	13 76
572	Cast or wrought, fine polished, lacquered, or ornamented with iron or other metals	220	17 23
573	Nails or tacks, up to 24 lines in length	220	7 36
574	Nails, 25 lines in length and upwards	220	5 74
582	In screws	220	10 03
575	In hoops, plates, or straps for cask or other use, although with a slight facing of lead	220	4 55
576	In sheets of 3 or more lines in thickness, angles for construction of iron vessels or boilers, &c., and nails called clenches or rivets	220	3 46
575	In pulleys, hinges, and small hardware	220	27 06
578	Gilt or plated	220	32 41
579	In scythes	220	1 38
580	In small springs for machine or other uses	220	22 97
581	Worked in common ploughshares	230	3 00
583	Drawn in tubes	220	6 50
584	In chains for rigging or similar uses	220	6 89
240	Bedsteads	Ad val.	1 25
94	Anchors, &c	220	2 22

NEW TARIFF.

No.	Articles.	Pounds.	Amount.
	Steel:		
316	Ordinary and cementation, in bars and sheets for carriage springs, and cast steel	220	$4 25
317	For other springs	2⅕	10
	Iron:		
318	Cast, in pigs	220	42
319	Hammered, drawn, or wrought in bars, of whatever size, except strap iron	220	2 00
320	Wire, from Nos. 1 to 26, and in chains, for mines, pulleys, &c	220	1 91
321	Carding wire..do.....do.....do	220	1 52
322	Cast iron, in manufactured objects, without cutting or varnish	220	2 00
323	Cast iron, cut	220	3 00
324	Wrought, in small ordinary manufactures	220	7 00
326	Wrought or cast, in polished, fine, or japanned manufactures, stoves, &c., although ornamented, &c	220	10 00
327	Nails, up to 2 inches in length	220	5 20
328	Nails, 2 inches and upwards	220	4 00
329	In screws	220	5 00
330	In sheets of less than 1 inch in thickness	220	3 00
331	Sheets of ¼ inch and upwards in thickness bored, bent, planed, curved or not, and rivets	220	2 00
	(This item is included in No. 324, above.)		
	(Included in Nos. 326 above.)		

NEW TARIFF.—Continued.

No.	Articles.	Pounds.	Amount.
	In scythes	220	$1 00
333	Iron worked in common ploughshares	220	40
325	Iron drawn in tubes	220	4 00
334	Iron in chains for rigging, &c.	220	
	(Included in Nos. 324 and 326.)		5 00
335	Japanned, lined, or plated iron for harness	220	4 00
336	Anchors, &c.	220	1 50
337	Ships' cables	220	60

The above are only the duties under the Spanish flag. If imported under the foreign flag a differential duty of 20 per cent. is added, which proportion is greater in articles considered to contribute efficaciously to sustain Spanish navigation.

PROHIBITED ARTICLES.

Articles prohibited to be imported are nearly as before, being arms, gunpowder, boots and shoes, and made clothes brought by travellers for their own use, grain, flour, bread, biscuit, and soup pastry, until a special law be made regarding the admission of cereals; military accoutrements; books printed in Spanish, except those introduced by the author having the copyright; missals, breviaries, diurnals, and other liturgical works; paintings, figures, &c., offensive to morality, or the Roman Catholic religion; pharmaceutical preparations, when forbidden by sanitary regulations; salt, tobacco in leaf, and the finer classes of manufactured cotton articles. Articles prohibited to be exported are: Cork in sheets from the province of Gerona; bark of cork tree, evergreen oak, and other trees useful for tanning; cotton, hemp, and linen rags, and used goods of the same materials.

ARTICLES ADMITTED FREE.

Trees for planting, honeycombs, brooms, protoxide of lime, coral fished by Spaniards and brought in under the Spanish flag; sculptures and paintings by Spanish persons or commissioned by government, fine art academies or corporations; sperm of whale; ores, loose or in collections for study; copper, silver and gold; models in small pieces of steel, card-board, timber, metal or plaster; samples of textiles of no value, in small quantities, sufficient to show the plan; works of foreign artists ordered by the government or other bodies, destined for museums, galleries or halls of study; gold, silver or platina, in inutilized ornaments or jewelry; bars, coin pieces, dust inutilized, round plate or vases; gold and silver made in the kingdom, pearls, regular and irregular; herbaries or scientific collections of dried plants; fine and precious stones; casks for carrying the liquids of Spain; rosaries and objects for the holy places; fresh fish caught by Spaniards in Spanish seas, silk in the cocoon, wine of the kingdom returned as unsaleable, white and black gypsum and matt, (sulphate of lime.)

EXPORT DUTIES.

The following goods are subject to duties on exportation:

1. Galena, not argentiferous	220 lbs.	$0	34¾
2. Black copper in the state of matt, or that which is neither ore nor refined metal	220 lbs.		61½
3. Litharge, of less than one ounce of silver to 101½ pounds	220 lbs.		69
4. Timber for ship building	ad val.		5 p. c.
5. Silk in cocoons	220 lbs.	5	76

NOTE.—Galena and litharge having more than one ounce of silver per 101½ pounds are to pay respectively the same duties as in Nos. 1 and 3 above until further regulations. The residue or waste of silk cocoons is free of duties on exportation.

The average market prices of staples of import and export at the port of Santander for the year ending September 30, 1863, were as follows:

Wheat, 1st class	bushel	$1	8
Indian corn	"	1	1
Barley	cwt	1	5
Peas	25 lbs	1	58
Rice, Valencian	cwt	4	94
Potatoes	"	1	12
Flour, 1st class	"	3	89
Flour, 2d class	"	3	55
Bread, 1st class	lb		4½
Bread, 2d class	"		4
Meat	30 lbs	3	00
Wine	25 "	1	90
Oil	25 "	3	10
Brandy, Spanish	25 "	1	85
Cocoa, superior	cwt	78	00
Cocoa, inferior	"	27	00
Sugar, average	25 lbs	2	25

NAVIGATION.

The general port charges and expenses to which vessels of 150 tons or more burden are subjected upon entering Santander are:

Pilotage, $9 50 in summer, $12 in winter; coasting pilots, 25 cents per mile; moving vessel in harbor, $1 50; custom-house dues, 12½ cents per ton, dead weight, of cargo brought or taken by the ship; light dues, 5 cents per ton register; anchorage, 5 cents per ton register; health, 3¾ cents per ton register; permit to take ballast, 35 cents; lighters of 5 tons sand ballast, $8.

No vessels from the United States arrived during the year ended September 30, 1863, and I cannot report any investment of American capital in this district. The establishment of an entire new trade in lumber by Norwegian houses within the last four or five years, suggests the question whether a similar trade might not be established here by American citizens.

Tabular statement showing the importations at the port of Santander for the year ended September 30, 1863.

Description.	From England.	From France.	From Germany.	From Belgium.	From Holland.	From Norway and Sweden.
Steel ... lbs.	300,000	6,600	6,700	2,240,000	...	...
Iron in pigs ... do.	842,700	...	...	357,300	...	...
wroug't, bars, and nails. do.	10,360,000	224,000	156,800	566,500	...	...
in other manufactures .. do.	432,000	366,000	17,300	347,700	...	...
in tools ... do	78,000	34,000	14,500	93,000	...	...
Hardware and cutlery ... do.	5,000	12,000	2,100	3,500	...	...
Do. in doz.	6,000	8,000	1,300	1,800	...	...
Machinery ... lbs.	1,174,000	230,000	...	1,504,000	...	...
Copper and brass ... do.	30,000	14,000	800	20,000	...	...
Zinc, lead, tin plate, and pewter ... do.	26,000	10,000	100	6,000	...	...
Coal and coke ... do.	33,400,000	...	...	...	...	...
Cotton, raw ... do.	117,400	...	...	...	...	...
textile ... do.	145,000	21,000	...	...	...	...
Linen textile ... do.	175,000	85,000	4,000	4,000	...	...
Woollen textile ... do.	124,000	238,000	...	...	...	...
Silk textile ... do.	10,000	11,500	...	...	...	...
Mixed textile ... do.	90,000	215,000	...	...	...	...
Buttons ... do.	1,000	10,000	...	...	...	...
Yarn ... do.	180,000	52,000	16,000	6,000	...	...
Haberdashery and millinery. do.	20,000	63,000	1,000	4,000	...	...
Drugs ... do.	16,000	1,200	4,000	6,000	...	...
Chemicals, prepared, and perfumery ... do.	123,000	222,000	...	...	...	...

Tabular statement—Continued.

Description.	From England.	From France.	From Germany.	From Belgium.	From Holland.	From Norway and Sweden.
Dyewoods ..... lbs.	.....	600	.....	.....	.....	.....
Groceries: Cocoa ..... do.	13,000	300	11,500	.....	.....	.....
Coffee ..... do.	500	214,000	20,000	.....	.....	.....
Sugar ..... do.	.....	48,000	.....	.....	.....	.....
Tea and spice ... do.	17,000	100	.....	.....	.....	.....
Cheese ..... do.	6,000	21,000	.....	27,000	15,000	.....
Other articles ... do.	124,000	106,000	25,000	2,000	390,000	.....
Codfish ..... do.	142,100	.....	.....	.....	.....	6,258,700
Hides, raw ..... do.	.....	16,000	9,000	.....	.....	.....
prepared ..... do.	.....	13,000	500	.....	.....	.....
Jewelry ..... do.	.....	500	10	.....	.....	.....
Stationery, paper, &c ..... do.	23,000	50,000	1,600	3,300	.....	.....
Clocks, instruments, and similar sundries ..... do.	1,000	22,000	700	1,100	.....	.....
Furniture ..... do.	1,000	12,500	.....	.....	.....	.....
Do. ..... pieces.	300	15,200	450	350	.....	.....
Earthenware and glass .... lbs.	8,000	72,800	4,300	6,800	.....	.....
Oils and paints ..... do.	36,000	256,600	5,200	34,000	7,000	300
Other oilmen's sundries .... do.	2,000,000	300,000	.....	30,000	.....	1,400
Spirits, wine, and beer .. galls.	70,000	62,200	30,000	27,000	.....	.....
Timber ..... cubic feet.	.....	100,000	35,000	.....	.....	235,600

Tabular statement—Continued.

Description.	From Cuba and Spanish ultramarine possessions.	From Venezuela.	From other South American States.	Total for the year ended Sept. 30, 1863.	
				Quantity.	Value.
Steel ..... lbs.	.....	.....	.....	2,553,300	$147,000
Iron in pigs ..... do.	.....	.....	.....	1,200,000	48,400
wrought, bars, and nails ..... do.	.....	.....	.....	11,307,300	411,700
in other manufactures ..... do.	.....	.....	.....	1,163,000	195,400
in tools ..... do.	.....	.....	.....	219,500	44,400
Hardware and cutlery ..... do.	.....	.....	.....	22,600	11,500
Do. do. ..... in doz.	.....	.....	.....	17,100	96,500
Machinery ..... lbs.	.....	.....	.....	2,908,000	756,100
Copper and brass ..... do.	40,000	.....	.....	104,800	26,200
Zinc, lead, tin plate, and pewter ..... do.	.....	.....	.....	42,100	14,700
Coal and coke ..... do.	.....	.....	.....	33,400,000	91,800
Cotton, raw ..... do.	.....	.....	.....	117,400	52,000
textile ..... do.	.....	.....	.....	166,000	199,200
Linen textile ..... do.	.....	.....	.....	263,000	235,000
Woollen textile ..... do.	.....	.....	.....	362,000	388,200
Silk textile ..... do.	.....	.....	.....	21,500	172,000
Mixed textile ..... do.	.....	.....	.....	305,000	*335,000
Buttons ..... do.	.....	.....	.....	11,000	1,980
Yarn ..... do.	.....	.....	.....	254,000	261,620
Haberdashery and millinery ..... do.	.....	.....	.....	88,000	199,700
Drugs ..... do.	.....	.....	.....	27,200	34,000
Chemicals, prepared, and perfumery .... do.	.....	.....	.....	345,000	17,300
Dyewoods ..... do.	1,085,000	51,000	.....	1,136,600	318,200
Groceries: Cocoa ..... do.	365,000	966,000	1,035,000	2,390,800	1,075,900
Coffee ..... do.	623,000	.....	.....	857,500	128,700
Sugar ..... do.	16,000,000	.....	.....	16,048,000	1,123,400
Tea and spice ..... do.	.....	.....	.....	17,100	13,700
Cheese ..... do.	.....	.....	.....	69,000	12,500
Other articles ..... do.	8,500	.....	2,000	657,500	52,600
Codfish ..... do.	.....	.....	.....	6,400,800	452,400
Hides, raw ..... do.	5,000	59,000	352,000	441,000	70,600
prepared ..... do.	.....	.....	.....	13,500	5,400
Jewelry ..... do.	.....	.....	.....	510	10,200
Stationery, paper, &c ..... do.	.....	.....	.....	77,900	31,200
Clocks, instruments, and similar sundries, do.	.....	.....	.....	24,800	†32,500
Furniture ..... do.	.....	.....	.....	13,500	46,500
Do. ..... pieces.	.....	.....	.....	16,300	45,000
Earthenware and glass ..... lbs.	.....	.....	.....	91,900	9,200
Oils and paints ..... do.	.....	.....	.....	339,100	24,300
Other oilmen's sundries ..... do.	.....	.....	.....	2,331,400	‡298,000
Spirits, wine, and beer ..... galls.	318,000	.....	.....	507,200	172,000
Timber ..... cubic feet.	29,500	.....	.....	400,100	181,000

* Included under head of woollen textiles.
† Formerly classed with machinery. Difference added under item of machinery.
‡ Not mentioned in customs summaries.

Tabular statement—Continued.

Description.	Total for the year ended Sept. 30, 1862.		Difference.			
			Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	V
Steel ..... lbs.	128, 556	$12, 800	2, 424, 744	$134, 200	.....	....
Iron in pigs ..... do.						
wroug't, bars, and nails. do.	14, 328, 398	891, 300	.....	.....	438, 598	$1
in other manufactures. do.						
tools ..... do.						
Hardware and cutlery ..... do.	123, 387	61, 700	.....	46, 300	83, 687	....
Do. do. in doz						
Machinery ..... lbs.	1, 495, 400	687, 300	1, 437, 400	*101, 300	.....	....
Copper and brass ..... do.						
Zinc, lead, tin plate, and pewter ..... do.	587, 782	113, 300	.....	.....	440, 882	
Coal and coke ..... do.	21, 382, 400	53, 600	12, 017, 600	38, 200	.....	....
Cotton, raw ..... do.	650, 100	260, 000	.....	.....	532, 700	2
textile ..... do.	344, 849	401, 218	.....	.....	178, 849	2
Linen textile ..... do.	157, 464	167, 500	105, 536	67, 500	.....	....
Woollen textile ..... do.	727, 552	†764, 000	.....	.....	60, 552	
Silk textile ..... do.	15, 272	107, 600	6, 227	64, 400	.....	....
Mixed textile ..... do.	.....	.....	.....	.....	.....	....
Buttons ..... do.	7, 917	1, 200	3, 083	780	.....	....
Yarn ..... do.	236, 276	243, 600	17, 724	18, 020	.....	....
Haberdashery and millinery. do.	13, 694	30, 600	74, 306	169, 100	.....	....
Drugs ..... do.						
Chemicals, prepared, and perfumery ..... do.	1, 161, 220	392, 000	347, 580	.....	.....	
Dyewoods ..... do.						
Groceries: Cocoa ..... do.						
Coffee ..... do						
Sugar ..... do.	23, 255, 980	3, 374, 500	.....	.....	3, 216, 080	9
Tea and spice .. do.						
Cheese ..... do						
Other articles ... do.						
Codfish ..... do.	11, 200, 000	784, 000	.....	.....	4, 799, 200	3
Hides, raw ..... do.	730, 000	146, 000	.....	.....	289, 000	
prepared ..... do.	345, 000	173, 500	.....	.....	331, 500	1
Jewelry ..... do.	1, 595	19, 000	.....	.....	1, 085	
Stationery, paper, &c ..... do.	4, 161	2, 500	73, 739	28, 700	.....	....
Clocks, instruments, and similar sundries ..... do.	.....	.....	.....	.....	.....	....
Furniture ..... do.	48, 520	99, 700	.....	.....	18, 720	
Do. ..... pieces						
Eathenware and glass .... lbs.	74, 591	7, 400	17, 309	1, 800	.....	....
Oils and paints ..... do	220, 760	22, 000	118, 340	2, 300	.....	....
Other oilmen's sundries .... do.	.....	.....	2, 331, 400	298, 000	.....	....
Spirits, wine, and beer .. galls.	339, 692	165, 000	167, 508	7, 000	.....	....
Timber ..... cubic feet.	514, 300	154, 200	.....	26, 800	114, 200	....

* See clocks, instruments, &c. † See mixed textiles.

Total value for the year 1862	$9,135,518
Total value for the year 1863	7,843,000
Decrease in 1863	1,292,518

Difference in value in 1862	$2,296,918
Difference in value in 1863	1,004,400
Decrease in 1863	1,292,518

Statement showing the description, quantity, and value of the exports of the province of Santander and the countries to which shipped, from September 30, 1862, to September 30, 1863.

Items.	Weights and measures.	To England.	To France.	To Belgium.	To Cuba and the Spanish ultramarine possessions.	To Norway and Sweden.	To South America.	Total from September 30, 1862, to September 30, 1863.		Total from September 30, 1861, to September 30, 1862.		Difference.			
												Increase.		Decrease.	
	English.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Flour	Barrels	2,450			258,300	1,150		261,900	$1,938,100	646,400	$4,201,600			384,500	$2,263,500
Preserved meats	Pounds				31,512			31,512	9,460	359,500	89,900			296,188	74,065
Salted meats	do				30,300		1,500	31,800	6,375						
Fish	do		4,320	2,280				6,600	462	122,000	6,000			115,400	5,538
Biscuit and crackers	do				46,432			46,432	3,200	1,400,000	140,000			1,353,568	136,800
Peas and beans	do				397,300			397,300	25,840	401,000	28,100			3,700	2,260
Groceries	do		20,640		321,100			341,740	94,500	32,000	6,400	309,740	$88,100		
Wine	Gallons	50	4,340		9,500		375	14,265	7,150	22,961	11,500			8,696	4,350
Copper plates	Pounds				148,425			148,425	38,600			148,425	38,600		
Hemp	do				25,000			25,000	2,250			25,000	2,250		
Cork	Sheets		24,296					24,296	13,240	9,000	4,560	15,296	8,680		
Copper pyrites	Pounds	226,700						226,700	1,900	200,000	2,000	26,700			100
Iron ore	do	21,700,000						21,700,000	65,000	2,800,000	8,400	18,900,000	56,600		
Lead ore and cobalt	do	6,072						6,072	190	20,000	500			13,928	310
Calamine, or zinc ore	do			18,307,028				18,307,028	109,800	33,200,000	181,000			14,892,972	71,200
Hides	No		528					528	1,000	212	400	316	600		
Madder	Pounds	10,025						10,025	1,025	400,000	40,000			389,975	38,975
Sundries	do	120,000						120,000	600	170,000	2,160			50,000	1,560
Total									2,318,692		4,722,520		194,830		2,598,658

Value of the exports for the year ended September 30, 1862	$4,722,520
Do do do 1863	2,318,692
Decrease	2,403,828

Statement showing the coasting trade of Santander from September 30, 1862, to September 30, 1863.

Items.	Weight or measure.	Inward bound.					Outward bound.				
		From Sept. 30, 1862, to Sept. 30, 1863.		Sept. 30, 1861, to Sept. 30, 1862.	Increase.	Decrease.	From Sept. 30, 1862, to Sept. 30, 1863.		Sept. 30, 1861, to Sept. 30, 1862.	Increase.	Decrease.
	English.	Quantity.	Value.	Value.	Value.	Value.	Quantity.	Value.	Value.	Value.	Value.
Oil	Gallons	185,500	$136,600	$233,000		$96,400	63,600	$46,100	$56,700		$10,600
Spirits	do	21,700	8,200	35,000		26,800	131,900	49,500	56,400		6,900
Rice	Pounds	1,736,800	86,840	97,200		10,360	226,200	11,310	10,310	$1,000	
Sugar	do	807,059	80,700	53,000	$27,700		3,094,600	309,460	166,900	142,560	
Wax	do			12,500		12,500	19,600	9,800		9,800	
Corn	Bushels	1,030	1,020	18,500		17,480	7,900	7,800	26,200		18,400
Barley	do	4,900	3,600	18,000		14,400	5,400	4,050	9,600		5,550
Wheat	do	14,000	28,000	1,700	26,300		66,820	133,640	63,400	70,240	
Flour	Barrels	850	6,290	13,000		6,710	70,200	494,200	404,300	89,900	
Codfish	Pounds	203,000	15,050	17,500		2,450	899,400	65,560	4,200	61,360	
Coal	Tons	4,300	25,100	17,600	7,500		550	3,000		* 3,000	
Cocoa	Pounds	1,281,650	620,000	68,000	552,000		1,925,300	952,000	2,143,700		1,191,700
Coffee	do	38,000	5,700		5,700		126,370	18,960	62,500		43,540
Preserved meats	do	20,000	4,500	28,700		24,200					
Dried fruits	do	1,192,800	70,568	30,500	40,068				4,300		4,300
Grease	do	405,000	40,500	24,000	16,500		45,000	4,500	5,075		575
Iron	Tons	1,160	11,600	125,000		113,400	70	700	17,200		16,500
Peas and beans	Pounds	512,440	35,870	950	34,920		234,600	16,422	4,300	12,122	
Timber	Feet			20,300		20,300			240		240
Soap	Pounds	882,500	72,600	60,000	12,600		67,400	5,400	13,700		8,300
Salt fish	do	247,700	13,390	35,500		22,100					
Hides	do	458,200	73,300	4,000	69,300		410,900	65,750	19,200	46,550	
Glass	do	25,500	1,800	3,000		1,200			3,300		3,300
Stoneware	do	60,900	1,400	1,250	150						
Quicksilver	do	29,400	2,100	7,700		5,600			14,210		14,210
Wine	Gallons	6,000	3,000	3,900		900	7,200	3,600	11,900		8,300
Biscuit	Pounds			10,200		10,200	60,900	6,090		6,090	
Pepper	do	25,200	3,780		3,780				22,840		22,840
Total value year ended Sept. 30, 1863			1,351,508	940,000	796,518	385,000		2,207,842	3,120,475	442,632	1,355,255
Do do 1862			940,000		385,000				*2,207,842		*442,842
Increase in 1863			411,508		411,518				†912,633		†912,413

* Total value year ended September 30, 1863. † Decrease in 1863.

ALMERIA—E. P. ROMAN, *Consular Agent.*

Approximate statement of exports to the United States from the port of Almeria for the quarter ended June 30, 1863.

Nation.	No. of vessels.	Nature of cargo.	Value.	Destination.
Spanish...	1	880 lbs. lead.....	$3,424	Malaga, for transhipment to New York.
Do.....	1	1,200 lbs. lead.....	4,660	Cadiz, for transhipment to New York.
British....	1	2,201 lbs. and 1,015 lbs esparte grass.....	10,036	Boston.
Total...	3	.....	18,120	

BILBAO—DANIEL EVANS, *Consul.*

SEPTEMBER 30, 1863.

I have the honor to forward to you the following annual report upon the trade of the port of Bilbao for the period embraced between the first day of January, 1862, and the 31st of December, 1862, as gathered from the custom-house returns. The trade with the United States is very limited, consisting, for the time embraced in this report, in importations of tobacco. The returns for previous years show importations of sugar also from the United States. No exportations to the United States appear in the tabular statement below. Recently, however, a considerable quantity of licorice paste has been shipped to New York. The completion of the railway from this city to Tudela will so cheapen the transportation of wool, madder, licorice paste, and other products of the interior, that hereafter, it is believed, there will be a considerable increase in the exports, some of which will seek a market in the United States. This railway was open for traffic the beginning of the present month to Tudela, where it connects with the railroad from that place to Barcelona, already in exploration.

The bay of Biscay and the Mediterranean are thus brought into union, and the grand scheme of Charles the Fifth of uniting these waters is realized thereby. The inauguration of this great and costly enterprise, and which is a marvel of engineering skill, in carrying the track over the precipitous mountains of the Biscayan provinces, will have the effect, it is believed, of making the port of Bilbao one of the most important in Spain.

The North of Spain railroad, which also runs through these provinces, is nearly finished, there remaining yet to complete only the sections between San Sebastian and Irun on the frontiers of France, which will be opened this year; and that between Besancon and Olazagostia, a distance of 24 miles in the midst of the mountains, where the heavy character of the work will require several months for its completion.

This grand enterprise, when finished, brings the capitals of France and Spain within thirty-four hours of each other, and effectually "abolishes the Pyrenees," two centuries after Louis the Fourteenth announced such a result as the triumph of his diplomacy.

The tables below, exhibiting the imports and exports from this port for a

series of years, show a remarkable commercial progress. The amount of imports, as given below, are exclusive of railway materials, which, for the past year, are estimated on good authority to amount to not less than seven millions of dollars.

As the chief articles of export are wheat and flour, the quantities of which fluctuate greatly, depending upon the crop raised, I give the amounts of these articles in a separate table, the better to show the general export trade.

Comparative tabular statement of the exports from Bilbao, during the years 1858 *to* 1862, *inclusive.*

Years.	Wheat & flour.	Gen'l exports.	Total.
1858	$284, 900	$62, 400	$352, 300
1859	29, 150	108, 200	137, 350
1860	617, 300	268, 700	886, 000
1861	666, 000	226, 600	892, 000
1862	743, 700	232, 000	975, 000

This table shows that the exports have nearly trebled in five years.

Tabular statement showing the description and value of exports from Bilbao, together with the countries where made, during the year ended December 31, 1862.

Countries.	Articles.	Value.
Great Britain, France, and Cuba	Flour	$660, 200
Great Britain and France	Wheat	83, 500
Great Britain, France, and Cuba	Preserved food	68, 340
Do. do.	Wines	44, 660
Great Britain	Madder	28, 010
Great Britain, France, and Belgium	Minerals	19, 675
Great Britain and France	Licorice	13, 300
Great Britain and Cuba	Beans	17, 200
Great Britain and Holland	Chestnuts	12, 045
France and Cuba	Guns	6, 930
France	Lambskins	6, 150
Do.	Wool	5, 545
Do.	Cocoa	4, 835
Cuba	Show paper	3, 550
Do.	Vermicelli	1, 760

Articles whose exportation is prohibited—

Cork, in the rough bark, from the province of Gerona; barks which are used for tanning; cotton, linen, and hemp rags.

The only change which has occurred since my last report is in the article of alcohol, which was then not allowed to be exported.

Comparative tabular statement showing the value of imports at Bilbao from the years 1858 *to* 1862, *inclusive.*

Year.	Value.
1858	$2,934,720
1859	3,778,375
1860	4,198,735
1861	6,807,045
1862	7,066,505

This table exhibits a steady increase, the importations having nearly trebled in five years. Jute ceased to be imported in 1862, in consequence of heavy duties which went into effect in August of that year. In 1861 the value of the importation amounted to $500,000.

These returns do not include railway materials, which, as I have before remarked, are estimated to amount to $7,000,000 alone for the past year.

Statement exhibiting the description and value of the imports at Bilbao together with the country whence derived, for the year 1862.

Countries.	Description.	Value.
Cuba and Venezuela	Cocoa	$1,536,540
Great Britain, Norway, and Sweden	Codfish	1,515,510
Great Britain and France	Yarns	735,380
Great Britain and France	Drugs and chemicals	416,025
United States, Great Britain, Cuba, and Holland	Tobacco	413,415
France and Cuba	Sugar	309,845
France, Holland, and Belgium	Hides	214,130
Great Britain, France, Holland, and Belgium	Hardware—cutlery	187,540
Great Britain, France, Norway, and Sweden	Timber—deals, spars	149,135
Great Britain	Jute yarns	146,715
Great Britain and France	Linen	130,760
Great Britain and France	Woollen manufactures	142,045
Great Britain, Holland, and Cuba	Spirits of all kinds	102,240
Great Britain, France, Holland, and Belgium	Machinery	102,100
Great Britain and France	Pig-iron	99,750
Great Britain and France	Wire of all kinds	95,480
Great Britain, France, Holland, and Belgium	Haberdashery	91,930
Great Britain, France, and Cuba	Cinnamon	90,255
Great Britain, Cuba, and Venezuela	Coffee	85,595
Great Britain	Coal	75,950
Great Britain and France	Hoops, sheet-iron	68,855
Great Britain and France	Tin plates	67,550
Great Britain and France	Cotton mixed with other materials.	58,175
Great Britain and France	Silk	32,570
Great Britain, France, Holland, and Belgium	Buttons	31,990
Great Britain, France, Holland, and Belgium	Glass and porcelain	31,205
Great Britain and France	Clocks and watches	28,000
Great Britain and France	Manufactures of pure cotton.	24,335
Great Britain and France	Cotton spun in thread	19,745
Great Britain, France, Holland, and Belgium	Iron nails	18,120
Great Britain and France	Steel, cast and wrought	15,790
Great Britain and France	Perfumery	14,985
Great Britain and France	Brass manufactures	13,605
Great Britain, France, and Venezuela	Tea	13,370
Great Britain and France	Locks of all kinds	4,935

Statement showing the comparative value of the imports from each country respectively during the year 1862.

Great Britain	$2, 156, 780
Venezuela and Uruguay	1, 603, 895
Norway and Sweden	1, 417, 510
France	1, 132, 175
Cuba	480, 090
Holland, Germany and Belgium	386, 155

The only article imported from the United States for the year 1862 was tobacco. I am not able to ascertain the amount exactly, but it may be estimated with approximate accuracy at fifty thousand dollars.

The returns of the year previous show importations from the United States of sugar and tobacco.

The following statement contains a list of articles prohibited from importation:

Cotton fabrics up to thirty-nine threads to the glass. (At the time of last report prohibited up to twenty-five threads.) Materials for wearing apparel containing more than seven-eighths cotton; handkerchiefs, white and colored, up to nineteen threads; batiste muslin to fourteen threads; fixtures of wool, linen or silk, mixed with more than one-third cotton.

Comparative statement showing the number of vessels entered and cleared at the port of Bilbao during the years ended December 31, 1861 *and* 1862, *together with their tonnage.*

1861.				1862.			
Entered.		Cleared.		Entered.		Cleared.	
No. of ships of all nations.	Ton'ge.	No. of ships.	Ton'ge.	No. of ships of all nations.	Ton'ge.	No. of ships.	Ton'ge.
537	49, 691	512	47, 063	590	53, 607	535	51, 017
Coasting trade: 1, 125	35, 884	916	33, 491	Coasting trade: 1, 154	37, 384	1, 170	33, 320

The heavy tariff imposed upon the exportation of iron ore, which abounds in this consular district, was entirely removed on the 1st of January, 1863, so that the great majority of vessels which have hitherto been alleged to leave in ballast will now be able to attain return freights of this article, which will, doubtless, exert a beneficial effect upon British and French shipping.

Table showing the number of steamships which run between Bilbao and the following ports:

London	2
Liverpool	3
Antwerp	2
Santander	3

Bayonne	6
Seville	5
London and Seville	3
Barcelona	10
Total	34

The difference in duties upon merchandise imported in national and foreign vessels average about 25 per cent. in favor of the national bottoms.

Table showing the general average market price of the chief articles imported and exported at the port of Bilbao.

IMPORTS.

Articles.	Average price.
Cocoa	15 to 25 cts. per pound.
Codfish	8 to 15 cts. per pound.
Tobacco	30 to 35 cts. per pound.
Sugar, brown	12 to 15 cts. per pound.
Sugar, white	20 to 25 cts. per pound.
Coffee, in grain	30 cts. per pound.
Coffee, burned, ground	35 cts. per pound.
Tea	$1 20 to $1 50 per pound.
Nails	6 to 8 cts. per pound.

EXPORTS.

Articles.	Average price.
Wheat	$11 per quarter.
Flour	$9 per sack, 280 pounds.
Licorice paste	$225 per ton.
Madder	$190 per ton.
Minerals—iron ore	$2 20, delivered at Bilbao.
Wools, fine quality	40 to 50 cts. per ton.

Port dues and regulations.

Bar pilot, inwards and outwards, per Spanish foot	$0 50
Head pilot, fees inward	81
Head pilot, fees outward	1 81
Detention at quarantine grounds, to pilot	60
If the vessel remains more than one day, per each day	75
Service to pilot to go outward	22½
Board of health, visit per lawful ton	2½
Anchorage, per Spanish ton	5
Surveying, per Spanish ton	¾
Measure upon the whole tonnage	2½
Clearing outward with cargo	50

PORT MAHON—H. B. ROBINSON, *Consul.*

OCTOBER 31, 1863.

* * As a commercial point this place has no attractions. Business of all kinds is carried on in a very limited way. * * We are in constant communication with the continent by telegraph and steam. News from New York reaches in twelve days. * *

I understand consuls are taxed here as citizens, when they pursue any profession or vocation, or when they own any property that is subject to taxation.

I have never been subject to any tax here, but would be if I owned taxable property.

HAVANA—THOMAS SAVAGE, *Vice-Consul General.*

Comparative statement showing the description and quantity of imports into the port of Havana during the years ended December 31, 1861, 1862, *and* 1863.

Description.	Total from January 1 to December 31.		
	1863.	1862.	1861.
Jerked beef, South America.....quintals.	278,891	361,177	226,802
Codfish, British provinces.....quintals.	28,349	32,256	34,001
Do...United States.....quintals.	11,237	4,274	4,792
Do...European.....quintals.	34,448	21,789	36,360
Flour, Spain.....barrels.	210,353	231,108	247,931
Do..United States.....barrels.	1,180	.....	40
Rice, United States.....quintals.	.....	675	47,549
Do..Spain.....quintals.	57,503	94,268	52,838
Do..India.....quintals	283,268	331,415	261,615
Lard, United States.....quintals.	113,342	171,304	162,554
Wine, Spain.....pipes..	48,979	44,947	49,718
Oil, Spain.....jars ..	350,522	207,140	479,740
Shooks, hogsheads.....Number.	69,659	48,330	47.436
Do...box, United States.....Number.	338,491	418,944	439,132
Do...do..British provinces.....Number.	29,584	33,959	29,115
Boards, United States.....M feet.	7,350	10,104	14,648
Do...British provinces.....M feet.	802	447	1,099
Coals, United States and Europe.....tons..	110,038	178,679	138,872

Comparative statement showing the number, tonnage, and nationality of the vessels which entered the port of Havana during the years ended December 31, 1861, 1862, *and* 1863.

Nations.	Total, January 1 to December 31.					
	1863.		1862.		1861.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
American	467	177,210	630	176,478	919	282,600
Spanish	636	159,819	728	200,127	649	161,685
British	537	131,667	358	127,064	275	98,093
French	64	22,287	68	24,647	131	45,057
Belgian	6	2,336	6	2,450	7	2,311
Dutch	27	5,442	21	4,106	23	4,516
Danish	17	3,880	24	6,268	16	4,233
Bremen	17	6,441	22	8,002	14	6,719
Hamburg	9	2,453	8	2,981	1	278
Norwegian	41	12,123	34	10,255	20	4,267
Swedish	28	9,083	44	13,114	19	6,103
Prussian	13	4,451	16	5,832	9	3,916
Italian	4	1,051	5	869	1	206
Other nations	127	24,530	109	28,788	42	8,510
Total	1,993	562,773	2,073	616,981	2,126	628,494

MATANZAS—HENRY C. HALL, *Vice-Consul.*

SEPTEMBER 25, 1863.

I have the honor to forward herewith the annual report of this consulate, in accordance with the requirements of sections 147 to 154 of consular instructions.

No document of this description has been furnished from this office since 1860.

I have therefore endeavored to condense, in the present report, as much information as can be obtained relating to that year, 1861, '62 and '63, up to the 1st of the present month, which will be found in the several accompanying enclosures (marked A to L.)

This consular district comprises, with this port, those of Cardenas and Sagua la Grande, the former distant thirty-five miles, and the latter one hundred and twenty-six miles in coast lines.

There is daily communication by rail to Cardenas, and tri-monthly communication from this port, and semi-weekly from Cardenas, to Sagua by steamboats.

There are four daily railroad lines terminating in this place, via the Matanzas and Sabanilla, extending to Isabel, a distance of forty-five miles in a southeast direction. This road is being extended to a point on the *Cienfuegos* and Villaclara road, and when finished will give direct communication with Sagua as well as with *Cienfuegos*, an important port on the south side of the island, and can hardly fail to bring hither a large amount of produce.

The Matanzas and Colino road runs hence, in an easterly and southerly direction, a distance of thirty-six miles to Bauba, where it connects with the Cardenas road.

The Matanzas and Guines road connects with the old Havana line at Guines, giving direct communication with Havana twice a day in a three hours run by passenger trains.

The bay of Havana and Matanzas road runs hence in a westwardly direction

to Regla, a distance of fifty-seven miles on the opposite side of the bay of Havana, going three times per day to the capital, more than are required by the travelling community.

All three roads have been constructed under the direction of American engineers, and the rolling stock is from the United States, the locomotives being from the well-known establishments at Paterson, New Jersey, and Philadelphia.

During the last two years our shipping interests in this port have suffered greatly, having been almost wholly excluded from the indirect carrying trade, a large portion of which they enjoyed in former years. The causes are two obvious to require much explanation. The appearance in these waters at different times of armed vessels under the flag of the so-called Confederate States, and the high rates of insurance demanded on our vessels to cover the war risk, have placed them in a position of not being able to compete with British and other flags.

Enclosed (A) is an extract from the general census of the island for the year 1861, showing the population of the districts comprising this consulate, and other information in regard to products, navigation, &c.

Enclosed (B) is a return of the imports of principal articles at this port during the year 1860, '61, and '62, derived from custom-house estimates.

Enclosed (C) gives the average prices of leading articles of import and export, rates of freight and exchange during the year 1860 to 1862 and part of the present year.

Enclosed (D and E) are comparative statements of the number and tonnage of American and British vessels in this port during the period last named.

Enclosed (F, G, and H) are comparative statements of the amount of exports from the three ports during the same years.

Enclosed (I, K, L) show the arrivals of vessels of all nations at the ports of Matanzas, Cardenas and Sagua la Grande during the years 1860, '61, '62, and up to the 1st September of the present year, which will be found of some interest, as they show that, notwithstanding the disadvantages under which our vessels are placed in these ports, they still outnumber and exceed in tonnage those of any other nation.

With regard to imports, no satisfactory statement can be obtained. The enclosed (B) is compiled from several custom-house reports, and is as nearly correct as could be procured. The last "Balanza" of the trade of the island was published in 1859, since when nothing has appeared in an official form that can be relied upon. The amount of imports has not increased to any extent during these years. Previous to the rebellion the southern ports of the United States furnished larger quantities of pitch pine lumber, naval stores and rice; and from New Orleans the larger portion of lard, bacon, and corn was received, which is now supplied in the greatest abundance from New York and Philadelphia, while the lumber of Maine has to some extent taken the place of that which was formerly received from the southern States. Rice is now imported in large quantities from Spain and other countries; giving the market a full supply, and at prices during the present year below those of 1860, as will be seen by reference to enclosed C.

The rates of exchange on the United States are now governed by the price of gold in New York, gold being the principal circulating medium, and the basis of all commercial transactions here. Thus exchange has fluctuated from par, or thereabouts, on the 31st of March, 1862, to 25 per cent. discount on the 1st of January of the present year, 48 per cent. discount on the 14th of March, and again, 25 per cent. discount to-day.

Several cargoes of African slaves have been landed in this district during the past year, but the vigorous and energetic measures that are being adopted by the chief authority of the island, it is believed, will effectually put a stop to traffic.

I am pleased to inform the department that after diligent inquiry I have not been able to ascertain that any Americans or American vessels have been engaged in any of the expeditions landed in this district during the past year, nor do I believe that any of the vessels are fitted out in the United States.

Statement showing the principal imports into the port of Matanzas during the years 1860, 1861, *and* 1862.

Principal articles.	Where from.	Weights and measures.	1860.	1861.	1860.
Jerked beef	South America	Pounds	11,250,000	9,984,783	11,493,783
Codfish	British provinces	do	656,520	424,774	689,973
Codfish	United States	do	451,950	516,685	25,825
Codfish	Other countries	do	338,000	.....	20,000
Flour	Spain	Barrels	27,484	23,264	27,458
Flour	United States	do	3,159	.....	342
Rice	Spain	Pounds	1,527,350	2,377,374	1,768,562
Rice	United States	do	2,838,600	786,259	65,235
Rice	Other countries	do	646,100	209,259	668,110
Lard	United States	do	1,465,473	913,430	1,195,703
Petroleum	do	Gallons	39,850	24,696	29,093
Hogsheads and hogshead shooks	do	.....	138,659	129,422	169,190
Sugar-box shooks	do	.....	254,490	264,839	255,892
Lumber, (pine)	do	M feet	318,091	645,761	231,821
Hoops	do	M	79,629	43,170	51,278
Coal	England and Scotl'd	Tons	42,607	47,522	38,082
Coal	United States	do	7,185	409	239
Steam engines, complete	do	.....	6	2	5
Steam engines, complete	Europe	.....	7	3	9
Locomotive engines	United States	.....	4	3	8
Wine	Spain	Pipes	8,506	7,847	5,270

Average price of leading articles of import at Matanzas during the years 1860 *to* 1863.

Years.	Coal, per ton.	Provisions.				Lumber.	
		Flour, per barrel.	Lard, per quintal.	Rice, per arroba.	Jerked beef, per arroba.	White pine, per M.	Pitch pine, per M.
1860	$6 58	$13 31	$18 50	$1 73	$1 56	$27 75	$31 75
1861	6 90	14 70	18 25	1 83	1 56	27 87	33 25
1862	6 13	12 25	14 57	1 53	1 71	32 50	Nominal—from $40 to $60.
1863 to September 1	4 30	12 56	13 80	1 56	1 28	27 25	

Average prices of leading articles of export, rates of freights and exchange at Matanzas during the years 1860 *to* 1863.

Years.	Sugar.		Molasses.		Exchange.		Freights.			
							United States.			Europe.
	No. 12, D. S., per arroba.	Fair refining, per arroba.	Clayed, per keg of 5¼ gallons.	Muscovado, per keg of 5¼ gallons.	New York.	London.	Hogshead of sugar.	Box of sugar.	Hogshead of molasses.	Per ton.
										£ s. d.
1860	$1 09	$0 94	$0 43	$0 53	Premium, 3¼ per cent.	$1 13¼	$4 87	$1 06	$2 63	2 14 4
1861	95	66	28	38	Premium, 3¼ per cent.	1 12¼	4 63	1 00	2 38	3 5 0
1862	92	69	31	41	Discount, 11¼ per cent.	1 12¼	4 50	94	2 81	2 19 0
1863 to September 1	81	72	36	47	Discount, 33¼ per cent.	1 10¼	5 00	1 19	2 37	2 11 0

Tabular statement showing the export trade of Matanzas to the United States for the year ended December 31, 1863.

Destination.	Sugar.		Molasses.	Melado.	Honey.	Rum.	Tobacco.	Cigars.	Pine Ap's.	Jellies.	Horns.	Cotton.
	Boxes.	*Hhds.*	*Hhds.*	*Hhds.*	*Bbls.*	*Pipes.*	*Bales.*	*Mills.*	*Dozens.*	*Cases.*	*Scroons.*	*Bales.*
New York	23,433	19,243	11,216	509	362	.....	150	39	17,827	9	.....	6
Boston	6,898	602	6,789	10	.....	.....	10	5	.....	10	.....	9
Philadelphia	1,850	2,446	9,026	17	42	25	7	5	.....	.....	17	.....
Portland	628	906	16,128	.....	.....	.....	.....	250	.....	4	.....	.....
Baltimore	2,965	636	573	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fall River	63	.....	76	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bristol, R. I	.....	.....	723	.....	54	.....	.....	4	.....	.....	.....	.....
Bangor, Me	.....	.....	227	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	35,837	23,833	44,758	536	458	25	167	303	17,827	23	17	15

Total value of invoices, $2,974,720 42.

Return of arrivals of American shipping engaged in the direct and indirect trade of Matanzas from 1860 *to September* 1, 1863.

Where from.	1860.		1861.		1862.		To Sept. 1, 1863.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Ports of the United States	399	101,155	320	87,802	298	77,738	174	46,352
Europe	17	8,316	22	11,241	14	5,753	8	4,107
South America, Mexico, and West India ports	4	3,474	20	5,817	14	5,157	2	532
Total	420	112,945	362	104,860	326	88,648	184	50,991

Return of departures of American shipping in the direct and indirect trade of Matanzas from 1860 *to September* 1, 1863.

Where bound.	1860.		1861.		1862.		To Sept. 1, 1863.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Ports of the United States	385	99,076	315	84,705	303	79,177	201	54,500
Europe	14	6,640	45	21,306	17	7,911	4	2,753
South America	1	364	1	119	1	123	.....	.....
Total	400	106,080	361	106,130	321	87,211	205	57,253

Return of British shipping engaged in the direct and indirect trade at Matanzas, during the years 1860 *to September* 1, 1863.

Where from.	1860.		1861.		1862.		To Sept. 1, 1863.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Great Britain and colonies	63	15,162	58	15,715	70	20,920	95	35,344
United States	8	1,649	15	2,089	20	3,720	14	3,224
Other countries	1	151	2	530	6	1,477	11	3,822
Other ports of the island, to discharge or load here	.....	.....	36	8,845	44	13,983	28	8,122
Total	72	16,962	111	27,179	140	40,070	148	50,512

Departures of British vessels in the direct and indirect trade of Matanzas, in the years 1860 *to September* 1, 1863.

Where bound.	1860.		1861.		1862.		To Sept. 1, 1863.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Great Britain and colonies	52	13,155	64	18,461	107	33,889	99	36,072
United States	17	3,520	36	5,014	29	5,117	26	6,317
Other countries	1	239	1	1,045	6	2,127	5	2,313
Coastwise, to load or discharge at other ports of the island	.....	.....	8	2,185	2	299	22	7,327
Total	70	16,914	109	26,705	144	41,432	152	52,029

Comparative statement showing the exports of sugars and molasses from the port of Matanzas during the years ended December 31, 1860, 1861, and 1862.

Ports.	Boxes of sugar.			Hogsheads of sugar.			Hogsheads of melado, or green sugar.			Hogsheads of molasses.		
	1860.	1861.	1862.	1860.	1861.	1862.	1860.	1861.	1862.	1860.	1861.	1862.
New York	32,605	19,985	10,557	29,065	29,197	27,771	8,799	5,077	499	8,630	6,501	8,221
Boston	24,385	8,549	8,113	2,179	1,533	2,382	.....	.....	.....	7,646	7,428	6,865
New Orleans	232	.....	.....	.....	.....	.....	4,488	.....	.....	6,497	346	.....
Philadelphia	2,087	2,444	2,329	5,338	2,074	3,728	256	115	.....	6,024	1,230	2,803
Baltimore, Charleston, &c	5,104	880	126	2,676	2,095	1,089	.....	188	.....	8,485	6,478	1,698
Portland	2,377	1,001	1,649	189	3,010	3,522	133	28	.....	16,564	14,718	21,806
Cowes, Falmouth, and a market	103,029	92,049	85,303	1,498	2,658	3,989	950	3,335	400	1,164	2,216	1,547
Great Britain, direct	4,112	19,748	38,844	1,864	5,516	10,634	1,319	8,229	2,807	12,517	30,944	35,685
Baltic	3,041	6,297	6,690	.....	.....	.....	.....	.....	.....	.....	417	.....
Belgium, Hamburg, and Bremen	.....	7,144	4,042	.....	.....	428	.....	1,246	.....	.....	.....	.....
Spain	34,616	41,577	59,809	.....	2	.....	30	170	252	33	126	167
France	4,456	20,458	16,651	100	985	2,189	.....	.....	.....	.....	3,883	2,694
Trieste and Venice	249	1,200	4,340	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gibraltar and a market	.....	2,096	968	.....	.....	2,880	.....	.....	.....	.....	.....	.....
British provinces in North America	30	516	47	132	133	566	.....	.....	.....	1,238	1,373	2,877
South America	9,120	1,110	8,774	.....	.....	.....	.....	.....	.....	21	.....	.....
Coastwise	74,070	93,902	74,166	20	.....	259	.....	.....	.....	.....	.....	.....
Total	299,513	318,956	322,409	43,061	47,203	59,437	15,975	18,388	3,958	68,819	75,660	84,363

Comparative statement showing the nationality, number, and tonnage of the vessels arrived at the port of Matanzas during the years ended December 31, 1860, 1861, 1862, *and to September* 1, 1863.

Nationality.	1860.		1861.		1862.		To Sept. 1, 1863.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
United States	420	112,945	362	104,861	326	88,648	184	50,990
Great Britain	72	19,962	111	27,119	140	40,120	148	50,512
Spain	203	43,383	167	34,673	198	41,671	139	28,199
Sweden and Norway	6	1,713	8	2,922	13	5,336	6	1,945
South America	1	70	1	401	1	552	2	959
Oldenburg	2	378	.....	.....	.....	.....	1	500
Mecklenburg	1	377	.....	.....	.....	.....	.....	.....
France	4	1,518	26	8,897	7	1,516	19	5,706
Bremen and Hamburg	7	1,980	4	1,052	8	2,739	3	1,027
Prussia	1	392	1	416	4	1,665	1	602
Danish	4	1,448	7	1,679	6	1,909	5	1,139
Hanover	2	362	1	304	2	637	.....	.....
Austria	1	431	2	862	3	1,494	2	757
Belgium	2	860	.....	.....	3	1,253	.....	.....
Holland	.....	.....	2	392	1	180	1	126
Russia	.....	.....	2	535	4	2,223	5	2,466
Sardinia	.....	.....	1	206	.....	.....	.....	.....
Total	726	185,819	695	184,319	716	189,943	516	144,930

CARDENAS.

Comparative statement showing the exports of sugar, melado, and molasses from the port of Cardenas during the years 1860, 1861, *and* 1862.

Ports of destination.	Hogsheads of sugar.			Boxes of sugar.			Hogsheads of melado.			Hogsheads of molasses.		
	1860.	1861.	1862.	1860.	1861.	1862.	1860.	1861.	1862.	1860.	1861.	1862.
New York	44,587	41,989	31,420	2,918	2,472	3,251	1,600	3,027	209	17,221	13,987	6,970
Boston	5,401	4,925	2,752	992	214	401	123	643	.....	18,430	20,008	18,453
Portland	431	1,134	1,080	90	145	1,170	325	70	.....	20,296	16,409	25,588
Philadelphia	5,074	6,987	6,361	512	522	754	50	365	.....	6,324	5,011	7,766
Baltimore	2,821	1,172	3,169	70	360	148	200	32	.....	3,784	524	1,443
Wilmington, North Carolina	.....	.....	.....	.....	.....	.....	2,420	.....	.....	1,705	338	.....
Richmond, Virginia	.....	.....	.....	.....	.....	.....	.....	.....	.....	662	.....	.....
New Orleans	.....	.....	.....	.....	.....	.....	.....	300	.....	2,940	1,885	.....
Other ports of the United States	505	.....	355	.....	.....	50	.....	.....	.....	13,231	3,028	4,602
Great Britain	1,114	7,093	17,158	.....	2,193	3,438	.....	478	700	6,087	20,349	20,062
British provinces	42	1,065	76	1,710	162	.....	.....	44	.....	625	1,298	615
Spain	.....	806	.....	.....	7,982	8,051	.....	.....	.....	.....	491	.....
France	.....	.....	1,296	1,906	.....	.....	.....	.....	.....	.....	.....	298
Hamburg	.....	.....	338	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gibraltar	.....	.....	614	.....	.....	.....	.....	.....	.....	.....	.....	.....
South America	.....	.....	.....	.....	.....	590	.....	.....	.....	.....	.....	.....
Total	59,975	65,171	64,619	8,198	14,050	17,853	4,718	4,959	909	91,305	83,328	85,797

Statement showing the quantities of sugar and molasses exported from Cardenas, and the ports or countries where shipped from, January 1 *to December* 24, 1863.

Cleared.	SUGAR.		MOLASSES.
	Hogsheads.	Boxes.	Hogsheads.
New York	21,745	7,484	14,909
Boston	3,255	766	12,006
Philadelphia	5,572	2,630	7,981
Portland	2,356	575	30,265
Baltimore	1,686	120	1,007
Other ports of the United States	2,768	453	6,670
Great Britain	17,106	8,748	14,593
Spain	258	8,763	.....
British provinces	100	.....	531
France	.....	.....	775
Other ports	.....	300	740
Total to December 24	54,846	29,839	89,477
Same date 1862	61,268	18,233	84,015

Comparative statement showing the nationality, number, and tonnage of the vessels arrived at the port of Cardenas during the years ended December 31, 1860, 1861, 1862, *and to September* 1, 1863.

Nationality.	1860.		1861.		1862.		To Sept. 1, 1863.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
United States	470	108,821	425	102,128	381	92,742	248	57,528
Spain	44	8,671	47	9,236	62	13,034	35	7,378
Great Britain	35	7,960	67	13,356	60	14,208	84	20,207
France	2	709	5	1,586	2	792	3	920
Russia	.....	.....	.....	.....	7	2,916	2	966
Belgium	.....	.....	1	156	1	251	.....	.....
Holland	4	827	1	160	1	121	.....	.....
Denmark	.....	.....	.....	.....	.....	.....	2	771
Bremen	.....	.....	1	200	5	1,983	2	872
Sweden and Norway	1	300	1	298	4	1,231	8	2,427
Other nations	.....	.....	1	304	4	1,401	6	2,068
Total	556	127,288	549	127,424	527	128,679	390	93,137

SAGUA LA GRANDE—J. H. HERNCE, *Consular Agent.*

Comparative statement showing the exports of sugar and molasses from the port of Sagua la Grande during the years 1860, 1861, *and* 1862, *and to June* 30, 1863.

Ports of destination.	Hogsheads of sugar.			Boxes of sugar.			Hogsheads of molasses.		
	1860.	1861.	1862.	1860.	1861.	1862.	1860.	1861.	1862.
New York	48,042	39,674	29,496	422	.....	21	8,997	7,942	4,516
Philadelphia	2,337	3,833	5,522	23	.....	390	2,318	687	1,878
Boston	2,452	2,961	2,996	.....	.....	11	2,585	4,469	4,280
Portland	553	.....	2,731	.....	.....	.....	611	.....	1,507
Baltimore	982	1,561	1,366	.....	.....	.....	1,215	141	319
Other ports of the United States	153	1,070	350	.....	.....	32	1,725	2,629	1,740
Great Britain	1,007	2,542	3,504	.....	1,055	.....	.....	420	.....
France	.....	.....	880	.....	.....	.....	.....	.....	.....
Falmouth, for orders	.....	6,268	12,554	.....	.....	.....	490	1,460	1,804
British provinces	.....	.....	1,020	.....	.....	.....	.....	.....	903
Total	55,526	57,909	60,419	445	1,055	454	17,941	17,748	16,947
From Jan. 1 to June 30, 1863	47,571 hhds. of sugar			548 boxes of sugar			14,833 hhds. of molasses.		

Comparative statement showing the nationality, number, and tonnage of the vessels arrived at the port of Sagua La Grande during the years ended December 31, 1860, 1861, 1862, *and to September* 25, 1863.

Nationality.	1860.		1861.		1862.		1863 to September 25.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
United States	183	44,256	168	43,901	154	35,705	116	33,733
Great Britain	11	1,970	18	4,246	27	7,784	44	11,871
Spain	6	962	4	1,022	3	1,305	3	1,001
Bremen	.....	.....	1	599	2	553	2	1,104
Norway	.....	.....	1	594	2	702	.....	.....
Sweden	.....	.....	.....	.....	1	758	.....	.....
Belgium	.....	.....	.....	.....	.....	.....	1	553
Prussia	.....	.....	.....	.....	.....	.....	1	409
Total	200	47,188	192	50,362	189	46,807	167	48,671

TRINIDAD DE CUBA—W. H. RUSSELL, *Consul.*

JULY 2, 1863.

I have the honor to transmit to you my quarterly returns ending on the 30th ultimo, being the third for the present year. Nothing worthy of your attention has occurred within this consulate since the date of my last quarterly report, save what I have intermediately communicated.

The product of the great staple of this part of the island, (sugar and mo-

lasses,) as indicated by the shipments, and the best other information I have been enabled to procure, does not seem to have quite equalled the crop of last year, but the falling off is not so considerable as to have affected materially the ruling price, which has been nearly the same for both of the last years. My annual report shall contain prices, &c., &c., &c.

I regret that I am unable to give a more encouraging account of the rate of exchange. It still continues most vexatiously against us. * * * I am pleased to be able to report to you that no loss of any kind has been sustained by a single American vessel trading to or from this port, by rebel cruisers or otherwise, since my entry upon the duties of this consulate. I can add also, with sincere satisfaction, that such are the friendly relations subsisting between all the Spanish officials within this consulate and myself, that I have not the slightest fear of my ability to obtain ample redress for any wrong or injury that might be done to any of our countrymen, either by design or inadvertence. * * * *

OCTOBER 9, 1863.

The products of this consulate, as you are already well advised, more from general information than from any of the meagre reports furnished by me, are sugar, molasses, coffee in no large amounts, some rum, honey, wax, tobacco, dried hides. to which may be added mahogany and cedar lumber, the latter produced in considerable amounts in a jurisdiction of this consulate called San Espiritu, of which Zaza is the port.

The probable total amount of all exports from this consulate for the present year, comprising the three jurisdictions of Trinidad, of Cienfuegos, and of San Espiritu, will be about equal to that of last year, or approximating to the sum of $6,645,000. That sum or less amount may be arrived at from the following tabular statements furnished me by intelligent, reliable merchants, to wit: From Trinidad 40,000 hogsheads of muscovado sugar, 12,000 boxes of clayed sugar, 25,000 hogsheads of molasses, 300 tierces of honey, 500 hogsheads of rum, some coffee, lumber, &c., &c. From Cienfuegos the proximate amount is about 65,000 hogsheads of sugar, 5,000 boxes of clayed sugar, 500 hogsheads of rum, and about 30,000 hogsheads of molasses.

Item 2d. There has been no change or improvement since my last annual report, in my direct communication between any portion of this consulate and the United States.

The coast steamers, as heretofore, run from Santiago de Cuba, touching at all the important points on the south side of the island, but stop at Batabano, from whence there is railway that runs to Havana.

Item 3d. There is no depreciation in the value of silver coin of the United States since the date of my last report.

There is but little of our gold coin in circulation here; and although at but a nominal discount, it is not readily taken.

Item 4th. This consulate is without banks of any kind, and we consequently have no paper circulating medium.

Item 5th. Monetary exchanges in Trinidad are regulated almost exclusively by the rates that obtain in Havana, for which reason I deem it most prudent to refer you to the report of the consul general at that place.

Item 6th. The transactions with the merchants and planters are without alteration since the date of my last report of the 1st of October, 1862.

The absence of banks and regular brokers in this out of the way portion of the world renders discounts for cash irregular and fluctuating, and it vacillates at from 1 to 4 per cent. per month.

8th. The usual commission charged by merchants on exports is 2½ per cent.

9th. Freights from the interior to Casilda, the sea-port of Trinidad, continue

as last year, at $1 75 per hundred, a distance of from 15 to 20 miles. * * * * I am unable to report any material change in any commercial treaty, or other provision affecting trade, since the date of my last report. * * * *

MANILLA—C. GRISWOLD, *Consul.*

Comparative statement showing the total exports of sugar and hemp from Manilla from January 1 to November 6, of the years 1862 and 1863.

Countries where shipped.	1863.		1862.	
	Sugar.	Hemp.	Sugar.	Hemp.
	Piculs.	*Piculs.*	*Piculs.*	*Piculs.*
United States	118,540	211,108	143,511	233,608
Great Britain and North of Europe	406,932	173,378	493,695	167,611
Australia	245,996	954	398,371	1,340
China	300,704	.....	23,365	.....
Total	1,072,172	385,440	1,058,942	402,559

Duties, port charges, &c., at Manilla.

Every vessel which enters and leaves in ballast pays 18¾ cents per ton, Spanish. Every vessel which enters with cargo and leaves with same pays 22 cents per ton, Spanish. Every vessel which loads *or* discharges cargo pays 34¾ cents per ton, Spanish. Every vessel which loads *and* discharges cargo pays 37½ cents per ton, Spanish.

Tonnage is estimated from register as follows: British and American 100 tons equals 123 tons Spanish.

If the vessel manifests a single package as cargo she has to pay in conformity with above.

Specie is not considered cargo.

There are extra charges for vessels which come into the river.

Importations generally 14 per cent. in foreign and 7 to 9 in Spanish bottoms.

Exports generally 3 per cent., hemp 2 per cent., rice 4½, cigars and cordage free. Per Spanish vessel, rice free. Hemp and sugar 1½ per cent.

Quotations for imports are duty-paid. Sales are made at three months' credit, and exports are purchased for cash.

The picul is 137½ pounds Spanish, or 140 pounds English. The quintal, 100 pounds, is 102 pounds English, nearly.

The Cuban measure of rice weighs about 123 pounds, and of paddy about 85 pounds.

By a regulation of the Spanish custom-house, vessels bound to this port must have their manifests certified by the Spanish consul or vice-consul at the port from which they sail.

TENERIFFE ISLANDS—WILLIAM H. DABNEY, *Consul.*

DECEMBER 31, 1863.

* * There having been no arrivals or departures of American vessels at this port during the two quarters ending on this day, I have no returns to make.

PORTUGUESE DOMINIONS.

LISBON—O. A. MUNRO, *Consul.*

JANUARY 19, 1863.

The number of American vessels which in the year 1862, just ended, came into this port, was 25, and with one in port at the commencement of the year, makes the total number 26, divided as follows:

In port	1 schooner	burden	278	tons.
Came in	4 schooners	"	1,191	tons.
Came in	6 brigs	"	1,611	tons.
Came in	13 barks	"	4,651	tons.
Came in	2 ships	"	2,209	tons.
Total...	26 vessels	"	9,940	tons.

The value of the cargo brought in by these vessels was $553,720, and is divided among them in the following manner:

In port	1 schooner	tonnage	278	value of cargo,	$4,620 00
Came in	1 brig	"	299	ballast.	
Came in	4 schooners	"	1,191	cargo	23,555 00
Came in	5 brigs	"	1,312	cargo	36,160 00
Came in	13 barks	"	4,651	cargo	274,385 00
Came in	2 ships	"	2,209	cargo	215,000 00
	26 vessels	"	9,940	cargo	$553,720 00

The above cargoes, according to countries, were as follows:

Country.	Tonnage.	Description of cargo.	Value.
Great Britain	3,723	Railway iron, coal, and manufactured goods	$235,655
United States	4,824	Staves, lumber, grain	194,445
Algoa Bay	428	General cargo	100,000
Turkey	388	Grain	19,000
	9,363		$549,100
In port January 1, 1862	278	Staves	4,620
Came in ballast	299		
Total as above	9,940		$553,720

These 26 vessels were disposed of in the year 1862 as follows, viz:

Went out with cargo—

1 schooner	278 tons	cargo salt	value	$1,620
3 brigs	825 tons	cargo salt	"	1,640
2 barks	654 tons	cargo salt	"	3,300
6 vessels	1,757 tons	cargo salt	"	6,560

3 schooners	932 tons....	in ballast.
2 brigs	516 tons....	in ballast.
8 barks	2,926 tons....	in ballast.
1 ship	893 tons....	in ballast.
1 schooner	259 tons....	condemned and sold.
1 bark	294 tons....	condemned and sold.
1 ship	1,316 tons....	condemned and sold.
1 brig	270 tons ...	property changed.
2 barks.....	777 tons....	in port.
Total.....	9,940 tons.	

The outward cargo above mentioned was shipped to the following countries:

Countries.	Tonnage.	Cargo.	Value.
United States.....	711	Salt, cork, &c.....	$3,900 00
South America.....	278	Salt, &c.....	1,620 00
Newfoundland	220	Salt.....	800 00
St. Ubes.....	548	Salt for ballast.....	240 00
Total.....	1,757	.....	$6,560 00

Owing to the increased rate of insurance for war risks, American bottoms are not generally sought after in this port during the past year for charters to Rio de Janeiro, Buenos Ayres, Rio Grande, &c.; and this accounts for the large proportion of tonnage which left this port in ballast. Under ordinary circumstances, the American flag commands the best rate of freights for the South American ports.

The general trade between this port and the United States was excessively limited in the year just ended, and even in foreign vessels the imports were limited towards the fall to a few vessels with grain, admitted in virtue of the temporary law which allows the importation of grain until the month of April next.

The chief exports of this place to the United States are cork-wood, salt, wine, and marble, and a little olive-oil. But in the period of time to which I am referring, the exports of these articles were of little or no value.

During the year 1862 the general exports of wine, oil, and vinegar were as follows, viz:

Wine exported.....	6,357,109 litres.
Vinegar exported.....	1,391,432 "
Olive-oil exported	3,163,657 "

The very imperfect statistical accounts to be had here, and the tardy way in which they are published, do not permit me to give more detailed accounts of these exports.

In general, the American shipping movement at this port for the year just ended may be looked upon as not one of the most active; and this must be attributed in great part to the unfortunate state of the markets at home, which does not permit merchants here to remit their goods to the States in view of depressed prices and high duties; while, on the other hand, shipmasters do not

feel inclined to seek a port where diminished trade does not offer them a chance of procuring remunerative freights or charters.

FEBRUARY 20, 1863.

In reply to circular No. 30, from the Department of State, requesting information on the means adopted by the country of my official residence for the protection of its revenues and the collection of duties in the passage of goods across the national frontiers, I have the honor of communicating to you the following:

The chief revenue of Portugal is derived from the following sources, viz:

Direct taxes on trade, property, &c., about	$10, 000, 000
Import and export duties	3, 000, 000
Total yearly revenue about	$13, 000, 000

The personal taxes are levied by the French system of reparation introduced within the last two years. The whole amount of such taxes for the year is divided proportionately to the population among the different provinces. Each province then divides the shares among the districts; and lastly, the municipal chamber of each town, &c., &c., convenes each class of tax-payers, who divide the sum among themselves in proportion to each one's business or profession. The basis of this last division is a classification made by government of the tax which each trade, profession, or employment is bound to pay. Thus, for example, the tax for a merchant of the first class is Rs. 80$000; and supposing there are one hundred such merchants in a town, the total amount of taxes for such town may be Rs. 8.000$000. The merchants then call a meeting of all the class, elect a chairman and two members, who proceed to divide among themselves the above sum of Rs. 8.000$000 in proportion to each one's amount of business, and under the proviso that the *maximum* of tax chargeable to one individual of the class is five times the original quota, (80$000 × 5 = Rs. 400$000,) and the *minimum* is one-fifth of the quota, or Rs. 16$000. The means adopted for the recovery of this tax is by district collectors, who twice a year open their bureaus for the interested parties to pay in their taxes during thirty days, after which the bureaus are still kept open for sixty days for the receipt of taxes, chargeable then with an additional mulct of three per cent.; and finally, if not then paid, suits are commenced judicially against the dilatory parties, with eventual execution on their goods and chattels. But this system has hitherto not answered well, as the aggregate of such taxes in arrear for many years now figures in a sum of nearly $5,000,000, of which a great part is of doubtful recovery. The means adopted by this country for the collection and protection of the export and import duties on foreign goods is more complicated, although, perhaps, still less efficient than those employed for the direct taxes. Two head custom-houses are established—one at Oporto and another at Lisbon—where, alone, certain classes of goods can be despatched, such as cotton and woollen manufactures, and colonial articles. On the chief frontier towns, along the Spanish inland line, petty custom-houses are established for the clearing inward of such articles as are usually imported from that side. These chiefly consist of grain and cattle; and for the prevention of contraband a system of foot and mounted guards is adopted to prevent the clandestine introduction of articles. But these guards being few in number, and but very indifferently remunerated, are easily avoided or bought over by the innumerable smugglers who annually import over the Portuguese frontier every article which is subject to duty, besides large quantities of others which are the produce of this country, such as cork-wood, wool, oil, wine, and cereals, all of which, once safely introduced, are sub-

sequently consumed or exported as Portuguese produce. The mountainous nature of the border countries, the old and inveterate habits of the people all along the frontier, render smuggling of almost impossible extinction so long as prohibitive duties and aversion to free trade ideas offer a strong inducement to illicit operations of this nature, and to which the nature of the country itself offers great and easy inducements. Added to this a system of petty examination, weighing and verifying of every little article introduced through the custom-houses, causing delay and vexation to all well-intentioned importers, only causes other less scrupulous parties to avail themselves of a readier and more profitable means of carrying on their operations. Government seems here well aware of all these defects, and of the serious loss to its revenues from the causes enumerated; and there is an apparent tendency to diminish their import duties on many important articles, and a gradual approach to free trade. But this event will probably only be more thoroughly carried into effect, or their system of duties more fully modified, so soon as their railways will approach and cross the Spanish frontier; when, inevitably, changes must take place in accordance with what is practiced by other enlightened countries placed in similar geographical contact.

MARCH 19, 1863.

I have the honor of waiting on you, for the information of the department, with the enclosed translation of the royal decree of the 12th instant, just published, ordaining the code of signals and lights to be used by all Portuguese vessels when sailing at night. * * * * * *

ROYAL DECREE.

Considering the great increase in the navy of all countries, and the consequent augmenting number of vessels which navigate all seas, thus increasing the chances and mutually causing collisions; considering the lamentable damages caused by such collisions, both by loss of lives and of property; considering that, for these reasons, the governments of France and England have agreed to put into execution a code which determines certain fixed rules for all vessels-of-war as well as merchantmen, to the end of avoiding collisions; considering that, in order to obtain good results, the general and mutual co-operation of all maritime countries is essentially necessary so as to cause such regulations to acquire a truly international character, based as it is on the most provident intention and due reciprocity which the law demands, I am pleased hereby to decree the following:

ARTICLE 1. From the 1st June next all commanders, captains, and masters of all ships or vessels, both government and private, are bound to follow the rules determined in the subsequent articles as a means of avoiding collisions.

ARTICLE 2. For the due application of the present decree are declared *sailing vessels* all such as navigate only by virtue of their sails, even if they possess engines. Are to be considered as *steamers* all such as are navigating under steam, even if they carry all their sails unfurled.

ARTICLE 3. It is expressly prohibited to show any other light but such as are determined in the present decree; the latter are to be maintained from sunset to sunrise.

ARTICLE 4. All steamers when navigating are to show—

1. A white and brilliant light on the foretop; a green light on the starboard side; a red light on the larboard side.

2. The top light is to have sufficient intensity, and to be placed in such a way as to be seen on a dark night, but without fog, at a distance of at least five miles, and to shed a uniform and uninterrupted light with a horizon of twenty points of the compass, ten to each side—that is to say, from the bows as far as 22° 30′ on both sides astern of the perpendicular.

3. The starboard green lights and the larboard red lights are to have the

requisite intensity, and to be placed in such a manner as to be seen on a dark night, but without fog, at a distance of two miles at least, and to shed a uniform and uninterrupted light with an arc of ten points of the compass—that is to say, from the bows to the stern of the perpendicular. These lights must not be seen from the bows—that is to say, the starboard and the larboard ones. For this purpose each one must be provided with a shade on the forward side of each of 0.9*m*. width.

ARTICLE 5. All steamers when acting as tow-ships are to carry, besides the side lights, two white lights on the fore-top. These lights are to be in every sense similar to the top lights for steamers.

ARTICLE 6. All sailing ships, when going under sail or in tow, are always to carry lights similar in every respect to those of steamers, with the exception of one on the fore-top, which they are never to show.

ARTICLE 7. In all cases where sailing vessels are of such dimensions as not to allow of the lights being permanently fixed on the sides, they must be always kept on deck, each one on its respective side, and ready to be shown to any vessel that may appear, and in full time to avoid a collision. Such lights, when required to be shown, are to be kept visible as long as possible, in such manner as that the green may not be seen from the port bow, and the red from the starboard bow. For greater certainty and facility, the lights or lanterns are to be painted outside of the respective color, and are to have the corresponding shading board.

ARTICLE 8. All vessels, both sailing vessels and steamers, when at anchor in any port, canal, or frequented locality, are to show, from sunset to sunrise, a white light, at a height of not less than 6 metres from the deck, and visible round a horizon of at least one mile.

ARTICLE 9. All pilot sailing boats are not obliged to carry more than one white light on the mast-top, which must be visible from all points of the horizon, and are likewise to fire a signal (torch or brand) every fifteen minutes.

ARTICLE 10. All fishing vessels, or all such as are not decked, are not bound to carry the lights demanded of all vessels; but if they have them not, they must be provided with a light or lantern with a red and a green glass, so that on approaching a vessel the proper color may be shown, in order to avoid a collision, that the green color may not be seen from larboard, nor the red from the starboard side. All fishing and undecked vessels, when at anchor and with nets cast, and consequently stationary, must show a white light. They may, besides this, burn a signal from time to time.

ARTICLE 11. During a fog, both in daytime and at night, all vessels are to make the following every five minutes at least:

1st. On board steamers, when navigating, the steam-whistle is to be sounded near the chimney, 2.40*m*. above the gunwale.

2d. On board sailing ships, when navigating, a trumpet or horn is to be sounded.

3d. In all vessels, whether sailing or steamers, when stationary, the bell is to be sounded.

ARTICLE 12. If two sailing vessels be navigating directly towards each other, or in such a manner as to cause a chance of a collision, they must both bear up to starboard, and pass each other on the larboard sides.

ARTICLE 13. If two sailing vessels are sailing in such a manner as to cross each other, and run the risk of collision if carrying differing tacks on board, that vessel which has the larboard tack on board shall navigate in such a manner as not to stop the way of the vessel which has her starboard tack on board. If, however, the vessel carrying the larboard tack be close-hauled, and the other going free, the latter must then navigate in such manner as not to impede the course of the other. If one of these be going before the wind, or if

both be on the same tack, the vessel going before the wind, or the one to windward, is to navigate in such manner as not to stop the other's course.

ARTICLE 14. Should the steamers be steering towards each other, or almost on the same line, so soon as there be danger of collision, they must haul up to starboard and pass each other port to port side.

ARTICLE 15. If two steamers be steering in a line to cross each other, and thus expose them to a collision, the steamer that sees the other to starboard is to navigate in such manner as not to stop the other's way.

ARTICLE 16. If two vessels, one a steamer and the other a sailing vessel, be steering in such a manner as to cause danger of collision, the steamer must steer in such manner as not to stop the sailing vessel's course.

ARTICLE 17. Every steamer on approaching any other vessel in a way so as to cause danger of collision, is to diminish her speed, stop, or even go aback should such be necessary. All steamers, in foggy weather, are to go at moderate speed.

ARTICLE 18. Any vessel going at a quicker rate than another, must steer in such manner as not to disturb the course of such other vessel.

ARTICLE 19. Whenever by virtue of the dispositions of the preceding articles it be necessary on board one ship to navigate in such manner as not to disturb the course of the other, the latter must modify its course according to the rules expressed in the following article.

ARTICLE 20. In the execution of the foregoing dispositions all vessels must bear in mind the dangers of navigation, and are to pay special attention to any particular circumstance which may call for the non-compliance with the clauses thus ordained, in order to obviate an imminent danger.

ARTICLE 21. All ship-owners, captains or masters of vessels (whether sailing vessels or steamers) are not to be exempted, under any pretext whatever, from the consequences which may result from the want of the lights and signals ordained, from the want of the necessary vigilance, or, in fine, from negligence regarding any of the precautions determined by the ordinary practice of navigation or by the particular circumstances of the situation in which vessels may find themselves placed.

The minister and secretary of state of the marine and colonial department is thus to understand these presents and cause the same to be executed.

Palace, 12th March, 1863.

KING. [L. S.]

JOSÉ DE SILVA MINDES.

JULY 20, 1863.

I have the honor of waiting on you, for the information of the department, with the enclosed translations of laws lately published here, viz:

No. 1. Law of 8th July, 1863, establishing the act of navigation.

No. 2. Law of 11th July, 1863, establishing certain reductions of duties on sundry articles of the Portuguese tariff.

I am hereby pleased to decree the following:

Title 1.—Of the nationality of vessels and the conditions thereof.

ARTICLE 1. The conditions of the nationality of Portuguese merchant vessels have for its object—

1. The building or origin of the vessel.
2. The owners or managers thereof.
3. The master and officers who command her.
4. The crew who serve therein.

CHAPTER 1.

Of the origin of the vessel.

ARTICLE 2. In order that a vessel be considered Portuguese she must be of Portuguese construction.

ARTICLE 3. But foreign vessels, or built abroad, are considered national to all effects—

1. If purchased by Portuguese subjects, and having once paid the tonnage duties established in the decree of 11th August, 1852, and having further complied with the register under the terms and in the cases specified in article 4th of said decree.
2. If lawfully taken and adjudged as good prizes.
3. If judged as lost in virtue of the infraction of the laws.
4. If belonging to navigation or towing companies established in Portugal and legally authorized.

CHAPTER 2.

Of the property of vessels.

ARTICLE 4. No vessel shall be considered Portuguese, even if built in Portugal, the ownership whereof shall not be entirely Portuguese or of naturalized foreigners.

Sec. 1. Any Portuguese vessel alienated by a national owner to a foreigner is no longer a Portuguese vessel.

Sec. 2. Any foreigner, not naturalized, who may acquire, by inheritance or by any other gratuitous title, a Portuguese vessel, is bound to alienate her within thirty days, under penalty of her forfeiture to the denouncer.

ARTICLE 5. Any foreign vessel acquired by a Portuguese, and where, in the contract therefor, any fraudulent reserve be made in favor of a foreigner not naturalized, shall, on the discovery of such fraud, be publicly sold, and the proceeds thereof applied to the marine hospital.

ARTICLE 6. Are to be considered as Portuguese and as being owned by Portuguese, for the effects of article 4, all vessels belonging to navigation or towing companies established and legally authorized in Portugal.

ARTICLE 7. The possession of a vessel without a title of acquisition does not give to the possessor the proprietorship thereof.

CHAPTER 3.

Of the master, the officers, and crew.

ARTICLE 8. The captain or master and the supercargo must be Portuguese or naturalized foreigners.

ARTICLE 9. Two-thirds, at least, of the individuals who compose the crew must be Portuguese or naturalized foreigners, except in such cases as are specified in treaties.

Title 2.—Of the means of proving nationality.

ARTICLE 10. The flag and the ship's papers are the means of proving the Portuguese nationality of vessels not only in foreign countries, in order to enjoy the privileges and immunities resulting from treaties, but likewise on the high seas, in order to receive proper respect.

Sec. *solus*. The nationality of a vessel does not necessarily imply that of her cargo whenever the latter be not duly proven.

CHAPTER 4.

Of the flag.

ARTICLE 11. The Portuguese flag is *partu per pale* blue and white, with the royal arms placed on the centre.

Sec. *solus.* Besides the flag or ensign, all vessels must have on board Marryat's signals.

CHAPTER 5.

Of ship's papers.

ARTICLE 12. The ship's documents or papers, as the means of proving the nationality of the ship and cargo, as well as the destination and regularity of her voyage, are—

1. The register of ownership of the vessel.
2. The royal passport or sea-letter.
3. The crew list.
4. The bills of lading and charter-parties.
5. The manifest of cargo and custom-house clearances.
6. The receipted bills for port charges, pilotage, and such like.
7. The freight list.
8. The ship's ledger.
9. The daily log-book.
10. The bill of health.
11. The list of passengers.
12. One proof of the commercial code.

Sec. *solus.* Of all these documents are to be considered as essential and indispensable as proofs of nationality of the vessel, the deed of ownership or ship's register, the sea-letter, and crew list or articles. The want of these documents may result in the vessel being considered a good prize according to international rights.

Section 1.—*Of the deed of ownership of vessels.*

ARTICLE 13. The deed of ownership of a vessel must be registered at the port captain's department of the port where she belongs; but at all such ports as have no captain or inspector as their delegates, the register is entered by the chiefs of the respective custom-houses according to the existing laws.

Sec. *solus.* An exception is made regarding vessels bought of a foreigner or taken as a prize, in which case the register thereof must be entered only in the port of Lisbon.

ARTICLE 14. The register must include—

1. The name of the vessel.

2. The tonnage as proven by a certificate of measurement indicating the date thereof.

3. The name, surname, and residence of the owner or owners.

4. The date of acquiring the vessel, and the species and date of the title to such acquiring, and should she belong to more than one, mention must be made of each one's share. Whenever a transfer of a whole or part shall take place, the register must be altered so as to show these changes, and the like alterations in the register are to be made whenever any marked changes take place in the ship herself.

Sec. *solus.* Through the department of the navy is to be given, to all such vessels as may demand it, an authentic certificate of the register on

parchment, signed by the minister, by the officer drawing up the same, and sealed with the pendant seal; and on this document are to be noted all successive alterations which may have taken place in the original register.

Section 2.—Of the royal passport or sea-letter.

ARTICLE 15. The royal passport or sea-letter is made out at the navy department on parchment, signed by the minister, and sealed with the seal of the royal arms and with the public stamp, and the same is not to be granted without first showing the certificate of registry and of measurements of the vessel.

Sec. 1. The passports for pilot vessels in the ultramarine provinces are to be made out by the respective governors.

Sec. 2. The passport is permanent and is only to be renewed, 1st, on a change of name of the vessel; 2d, on any important alteration in her rig; 3d, on transfer of ownership in part or in whole.

ARTICLE 16. The passport must be shown during a voyage to all vessels who may visit the ship officially, and, within the first twenty-four working hours after the vessel's entering the national ports in kingdom or in the colonies, to the competent authorities, and in a foreign port to the consuls or vice-consuls.

Section 3.—Of crew list or articles.

ARTICLE 17. The crew list or ship's articles must comprise—

1. The name of the vessel.
2. The place of starting, that of her destination, and that of the return voyage.
3. The name, pro-name, place of birth, residence, profession, and characteristic signs of the master, officers, and of all such as serve on board the vessel.
4. The wages agreed on.
5. All advance wages.
6. The duties and obligations of each man of the crew, and of his coming on board, with his effects at the time specified by the captain.

ARTICLE 18. The articles are made out by the marine inspectors or their delegates, and, at the ports where such do not exist, by the chiefs of custom-houses, the latter being, for this effect, subordinate to the minister of marine.

ARTICLE 19. The dispositions of the preceding articles are not to prejudice—

1. What has been ordained with regard to the crews of fishing vessels in the decree of the 26th and the regulations of the 28th November, 1842, and in the royal order of the 31st January, 1850, regarding the shipment of crews in fishing vessels for the sea of Larache or beyond the coast of this kingdom.
2. All that has been regulated by especial laws with regard to the crews of tow steamers.

Title 3.—Final disposition.

ARTICLE 20. There is to be found on board all government and merchant vessels a printed copy of the present decree.

Let the minister and secretary of state for the marine and colonial department thus understand these presents, and cause the same to be executed.

Royal palace, the 8th July, 1863.

KING.]L. S.]

JOSÉ DA SILVA MENDES.

FINANCE DEPARTMENT.

Don Louis, by the grace of God, King of Portugal and the Algarves, &c.: We make known unto all our subjects that the general cortes have decreed and we have sanctioned the following law:

ARTICLE 1. The duty of 75 reis per kilogramme hitherto levied on beef, dried or without any salt, is hereby reduced to 20 reis for the like weight, including all beef despatched for consumption in Lisbon.

ARTICLE 2. The duty established by the general custom-house tariff on fresh fish, either from sweet water or from the sea, is hereby reduced to the uniform rate of 6 per cent. *ad valorem.*

ARTICLE 3. The duty of 30 reis per kilogramme levied, per said tariff, on paper, for printing, of any color, is hereby reduced to 15 reis for the same weight.

ARTICLE 4. The duty hitherto levied, of half per cent. *ad valorem*, on shavings, cuttings, and remnants of hides and skins is hereby raised to 1 per cent. *ad valorem.*

ARTICLE 5. An import duty of 20 reis per kilogramme is hereby imposed on petroleum oil.

ARTICLE 6. The reduction and exemptions of duty stated in the map annexed to the present law are hereby approved.

ARTICLE 7. All legislation to the contrary is hereby revoked.

We therefore ordain all the authorities to whom the knowledge and execution of these presents may pertain to comply with and execute the same, and cause the same to be complied with and executed as therein contained.

Let the minister and secretary of state for the finance department cause these presents to be printed and published.

Given at the palace of Mafra the 11th July, 1863.

KING. [L. S.]

JOAQUIM THOMAS LOBO D'AVILA.

Table of the reductions and exemptions of duty referred to in article sixth of the law whereof the present forms part.

No. of art'les in tariff.	Names of articles.	Weights for duty.	Duty.
	IMPORT DUTIES.		
	Class 13th—minerals.		
110th	Manganese ore	Kilogrammes	Free.
	Class 17th—chemicals.		
138th	Hypochlorites, solid and liquid	do	5 reis.
	Acid, sulphuric	do	1 reis.
	Acid, hydrochloric	do	1 reis.
142d	Carbonate soda, rough, artificial	do	10 reis.
	Carbonate soda, refined, dry	do	10 reis.
139th	Alkalies, caustic, solid and dissolved	do	100 reis.
	EXPORT DUTIES.		
5th	Argols, teine, or tartar with first refining only, (gray tartar)	do	½ p. ct. ad val.

PALACE, *June* 11, 1863.

JOAQUIN THOMAS LOBO D'AVILA.

FUNCHAL—GEORGE TRUE, *Consul.*

JANUARY 10, 1863.

* * * * From these documents it will be perceived that the public warehouse here is the custom-house, which, however, is quite sufficient, as to accommodation and security, for the trade of this island.

Foreign merchandise can be stored in the custom-house, paying only one per cent. on its value when withdrawn and shipped. By reference to my despatch (No. 76) of the year last passed, at section 11 of the report, it will be seen that "merchandise entered at the custom-house here can be warehoused exempt from the payment of duty for the space of one year." Certain articles therein specified enjoy the privilege for the space of *two* years. For this privilege usually dry goods and merchandise pay at the rate of 42 cents for each 212½ pounds, and liqueurs 24 cents for each 20 litres per year.

From private information obtained from the collector of customs I am given to understand that any stores, provisions, clothing, &c., for our ships-of-war can be warehoused in the custom-house here without any charge whatever for the space of one year, paying only the regular duty of one per cent. on being shipped on board our ships-of-war.

Coal, however, is an exception; being placed by the imperial ordinance of October 3, 1860, on the second class of manufactures or warehouses requiring license from the government, (as dangerous,) it can only be stored in licensed warehouses; and license must be procured by a lengthy and somewhat expensive proceeding for making any deposit in any new place in and around the city. * *

JULY 2, 1863.

In accordance with the regulation requiring me to make returns to your department (under Form No. 14) of the arrival and departure of American vessels, &c., I have to report that no vessel sailing under our national flag has entered at this port during the past quarter.

Annual report of the trade, commerce, &c., of the United States consular district of Funchal, Madeira.

SEPTEMBER 30, 1863.

This consular district comprises the islands of Madeira, Porto Sancto, and the uninhabited islets known as the "Desertas" and "Salvages," the latter cluster being situate in lat. 30° N., long. 15° 30′ W. The district of Funchal is divided into ten "concelhos." * *

When the large quantity of waste land incident to the exceedingly mountainous character of this island is taken into consideration, the crowded state of the population becomes at once apparent; yet it has been much greater, for in 1835 it was 115,446, and as late as 1849 the census showed a population of 110,084.

Emigration, however, is practically prohibited to the poorer classes by stringent laws, which, fortunately for humanity, have been extensively evaded. It is estimated that during the twenty-five years prior to 1859 more than 50,000 smuggled themselves out of the island.

The ownership of the soil is, unfortunately, in the hands of comparatively few possessors, usually "morgados," or heirs by entail. These estates are commonly divided into many small lots formed by "colonos," who usually live in miserable hovels; and, as might be expected from the system, the working or laboring classes lead a life of unprofitable toil, and, under the laws hitherto in force, have had little more inducement to improvement than if they were chattels.

After centuries of restriction under this system, it is to be hoped that the

abolition of the "morgado" estates will ultimately succeed in reinvigorating and improving both the agriculture and the agriculturists of the island.

The failure of the vine since 1852 has greatly changed the commerce, agriculture, and trade of Madeira. At first this and other evils produced famine and the greatest distress; but it is claimed that, although the commerce and trade of the island have been prostrated by this means, yet the laboring classes are now in a better condition than during the last few years of wine production. In his last message to the legislative body of this district the governor, in alluding to this topic, said:

"In consulting the tables of wine exportation during the extended period of twenty-two years, commencing in 1828 and ending in 1849, I find that the wine exported in that time amounted to 166,474 pipes, or 7,567 in each year. Taking as a favorable estimate for the price received by the farmer, and represented in the agricultural interest of the island, for this exportation, the sum of $50 each pipe, and comparing this with the price which the English merchants obtained for the same products in foreign markets, we see that the producing class received little benefit from the commerce of the island.

"It is well known that the trade in our precious wines was almost monopolized by these foreign merchants. Being the only purchasers, they paid what they chose for the new wine, because the producers had no one else to whom to sell. They realized to themselves fabulous profits, with which they built up colossal fortunes, while the producers lived miserably, and even sometimes suffered from hunger." * * * "The agriculture of the island did not receive a tithe of the proceeds of the sale of the wines; only $378,350 can be put to its credit each year for the 7,567 pipes exported.

"To compensate something of the loss endured in the destruction of the vines, we have the augmentation of our production of cereals and other articles represented in the diminution of their importation since 1852. Until that date the importation of cereals for consumption was between 9,000 and 10,000 moios (about 216,000 to 240,000 bushels) of corn, and 5,500 moios (132,000 bushels) of wheat. Since that time the importation has been reduced to about 4,500 moios (108,000 bushels) of corn, and 1,500 moios (36,000 bushels) of wheat. Calculating the price of each moio of wheat at $40, and of corn at $30, which is lower than the actual price, we have here an item of compensation amounting to nearly $27,000, which reduces the deficit caused by the loss of the vines to a little more than $100,000. If we add to this the product of the new culture of sugar-cane and other articles, perhaps we shall have reason to doubt the so-much mentioned decadence of Madeira. But whether this is true or not, it is an indisputable fact that the poorer classes, generally, have now a greater abundance, and are in a better condition than formerly."

The statistics above given by the governor bear directly upon our trade with Madeira; for nearly all the grain alluded to came from the United States.

While it is true that a certain class are now in apparently a better condition than formerly, there is, perhaps, a "partial compensation" again in those directly or indirectly thrown out of employment by the destruction of the wine trade. It is true that princely fortunes were made in Madeira, but the fortunate makers lived in princely style, and the more active trade of former days gave employment to large numbers in various ways.

In pursuance of the plan adopted in my last annual report, I have collected what statistics I could under the various points embraced in section 153–'4 Gen. Reg.

I. *Trade during the year*, compared with former years, exhibits a slight decrease in imports, and an increase in exports, as shown in the following:

TABLE No. 1.

Comparative statement showing the value of the imports and exports at the port of Funchal for the years 1857 *to* 1862, *inclusive.*

Years.	Value of imports.	Value of exports.
1857	$777,490	$578,400
1858	952,405	488,592
1859	898,574	453,580
1860	1,066,695	392,885
1861	860,971	419,288
1862	807,206	426,587

TABLE No. 2.

Comparative statement showing the number of vessels, together with their tonnage and crews, entered and cleared at the port of Funchal for the years 1857 *to* 1862, *inclusive.*

Years.	ENTERED.			CLEARED.		
	Number of vessels.	Tonnage.	Number of crews.	Number of vessels.	Tonnage.	Number of crews.
1857	189	38,865	2,246	179	35,451	2,172
1858	229	50,131	3,255	237	34,319	3,291
1859	212	62,173	4,009	203	51,409	3,986
1860	203	53,280	3,774	207	71,770	3,823
1861	207	57,270	4,052	203	56,961	3,950
1862	231	73,978	4,777	231	73,739	4,775

An increase in the tonnage will also be noted, a portion of which is due to the fact that steamers destined to run the blockade of our southern ports have made this a port of call on their way out to Nassau and Bermuda.

II. *Imports and exports.*—In the following tables will be found as full and complete a classification and exhibition of these as could be desired. In referring to it, however, it may be well to note that many of the prices fixed are purely arbitrary. But I have not thought proper to alter the custom-house valuations.

TABLE No. 3.

Table showing the quantity and value of the imports at the port of Funchal for the year 1862; giving also the quantities and values in United States weights, measures, and currency, and the sources from which the imports are derived.

Names of articles and quantity.	From Portugal.		From the U. States.		From Great Britain.		From Brit. colonies.		From other countries.		Quantities.		Value.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Portuguese weights and measures.	United States weights and measures.	United States currency.
Bacon ..... kilos..	18,954	$3,716 00			4,800	$2,329 00					23,754	52,528 pounds..	$6,045 00
Beer ..... litres..					15,670	4,357 00					15,670	3,704 gallons ..	4,357 00
Candles ..... kilos..	3,792	1,876 00			4,620	2,336 00					8,412	18,592 pounds..	4,212 00
Cheese ..... kilos..	6,225	1,380 00			8,864	4,055 00			730	$220 00	15,089	33,376 pounds..	5,655 00
Coal ..... tons..					11,898	67,870 00						11,898 tons	67,870 00
Coffee ..... kilos..	3,376	1,244 00			1,824	376 00	3,079	$780 00	2,506	1,414 00	10,725	23,744 pounds..	4,014 00
Cottons ..... kilos..	1,753	2,037 00			72,863	115,543 00					74,616	165,128 pounds.	117,580 00
Drugs ..... kilos..	3,140	2,467 00			4,787	2,913 00					7,927	17,372 pounds..	5,380 00
Earthenware ..... kilos..	7,127	1,469 00			22,126	9,369 00					29,253	64,736 pounds..	10,838 00
Fish ..... kilos..	6,223	356 00	34,607	$3,473 00	48,985	6,041 00	46,588	4,645 00			136,403	301,840 pounds.	14,515 00
Flour ..... kilos..	41,953	5,093 00	112,249	10,680 00	35,996	4,642 00	63,801	5,893 00			153,999	340,816 pounds.	26,308 00
Glass ..... kilos..	48,668	2,005 00			5,869	3,336 00					54,537	120,624 pounds.	5,341 00
Hardware ..... kilos..	3,088	1,093 00			12,990	5,494 00					16,078	34,944 pounds..	6,587 00
Indian corn ..... hundred litres..	10,978	25,927 00	177	500 00					12,798	34,430 00	23,955	69,432 bushels .	60,857 00
Iron ..... kilos..	27,758	7,108 00			72,352	16,827 00					100,090	221,536 pounds.	23,935 00
Leather ..... kilos..	18,766	18,730 00			2,162	3,610 00					20,928	46,256 pounds..	22,340 00
Linen	5,440	2,363 00			35,404	18,323 00					40,844	90,384 pounds..	20,686 00
Miscellaneous		32,378 00		2,183 00		23,117 00		1,303 00		8,814 00			67,795 00
Oil ..... litres..	106,070	21,175 00			692	629 00					106,762	25,239 gallons..	21,804 00
Paints ..... kilos..					28,923	5,764 00					28,923	63,952 pounds..	5,764 00
Rice ..... kilos..	1,200	70 00			330,030	29,832 00	1,160	870 00			332,390	735,728 pounds.	30,772 00
Salt ..... litres..	18,860	3,587 00									18,860	54,688 bushels .	3,587 00
Silks ..... kilos..	119	2,721 00			227	9,628 00					360	794 pounds	12,848 00
Soap ..... kilos..	47,580	2,920 00			32,995	3,350 00			14	499 00	80,575	134,064 pounds.	6,270 00
Specie		13,298 00				33,218 00							46,516 00
Spirits ..... litres..	343	280 00			14,599	6,555 00			23,154	4,700 00	38,096	8,989 gallons...	11,535 00
Stationery ..... kilos..	14,228	8,261 00			5,375	4,066 00			555	368 00	20,158	44,576 pounds..	12,695 00
Sugar ..... kilos..					24,137	11,774 00	201,954	28,444 00	77,770	11,740 00	303,861	672,560 pounds.	51,958 00
Tea ..... kilos..	397	724 00	240	480 00	4,052	7,940 00					4,698	9,867 pounds...	9,144 00
Timber ..... metres..			99,209	6,497 00			21,950	1,968 00			121,159	397,522 feet....	8,465 00
Tobacco ..... kilos..	26,448	32,180 00									26,448	58,464 pounds..	32,180 00
Wheat ..... hundred litres..	7,827	640 00							1,095	3,960 00	8,932	25,096 bushels .	4,600 00
Wine ..... litres..	853	310 00			8,035	6,060 00			4,382	3,336 00	13,270	3,137 gallons...	9,706 00
Woollens ..... kilos..	1,490	2,977 00			19,206	62,070 00					20,696	45,808 pounds..	65,047 00
Totals		198,375 00		23,813 00		471,624 00		43,903 00		69,481 00			807,206 00

TABLE No. 4.

Table showing the quantity and value of the exports at the port of Funchal during the year 1862; *giving also the countries to which export was made, and the quantity and value to each, with totals in United States weights, measures, and currency.*

Names and quantities of articles.	To Portugal.		To United States.		To Great Britain.		To British colonies.		To all other countries.*		Total quantities.		Total value in United States currency.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Portuguese weights and measures.	United States weights and measures.	
Beef ..... kilos..	43,475	$5,630 00	.....	.....	.....	.....	.....	.....	.....	.....	43,475	95,191 pounds..	$5,630 00
Brandy ..... litres..	94,285	15,087 60	.....	.....	.....	.....	.....	.....	.....	.....	94,285	22,289 gallons..	15,087 60
Coal ..... tons..	.....	.....	.....	.....	.....	.....	.....	.....	11,004	$105,428 00	11,004	11,004 tons	105,428 00
Cochineal ..... kilos..	747	926 60	.....	.....	290	$317 80	.....	.....	.....	.....	1,037	2,263 pounds...	1,244 40
Fish ..... kilos..	.....	.....	.....	.....	.....	.....	14,950	$441 70	.....	.....	14,950	32,703 pounds..	441 70
Hides ..... kilos..	23,423	8,860 00	.....	.....	.....	.....	.....	.....	.....	.....	23,423	51,856 pounds..	8,860 00
Miscellaneous articles ...	.....	25,774 70	.....	$273 00	.....	827 00	.....	5,812 00	.....	1,193 00	.....	.....	33,879 70
Onions ..... kilos..	.....	.....	.....	.....	.....	.....	256,534	4,352 00	.....	.....	256,534	556,036 pounds.	4,352 00
Oranges ..... number..	.....	.....	.....	.....	800,000	2,235 00	.....	.....	.....	.....	800,000	800 M	2,235 00
Potatoes ..... kilos..	.....	.....	.....	.....	.....	.....	56,784	1,339 00	.....	.....	56,784	125,664 pounds.	1,339 00
Specie	.....	2,100 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,100 00
Sugar ..... kilos..	136,534	35,681 00	.....	.....	.....	.....	.....	.....	.....	.....	136,534	302,176 pounds.	35,681 00
Wine ..... litres..	51,851	27,742 00	173	240 00	214,486	127,306 00	15,953	8,831 00	83,338	46,190 00	362,851	85,780 gallons..	210,309 00
Totals	.....	121,801 90	.....	513 00	.....	130,685 80	.....	20,775 70	.....	152,811 00	.....	.....	426,587 40

* Including for ships' use.

I have thought proper to add in this place the subjoined table of statistics published by the licensed measurer of grain for this port. It is probably for that entered for consumption, as it differs materially from the custom-house statistics; at any rate, it is probably the more correct of the two.

TABLE No. 5.

Statement showing the amounts of salt, corn, and wheat entered for consumption in Madeira during the year 1862.

Ports from which imported.	Salt.	Corn.	Wheat.
PORTUGAL.			
	Hectolitres.	*Hectolitres.*	*Hectolitres.*
From Lisbon	4,041,882	.....	2,406,444
From Setubal	6,883,856	.....	.....
From Aveiro	1,126,494	.....	.....
AZORES.			
From St. Michael	.....	17,459,484	1,547,520
From Terceira	.....	.....	2,927,394
From Santa Maria	.....	.....	487,554
CAPE DE VERDES.			
From Santiago	.....	3,124,596	.....
Total from Portuguese ports	12,052,232	20,584,080	7,368,912
FOREIGN DIRECT IMPORTS.			
From Mazagam	.....	7,501,266	.....
From Saffi	.....	13,780,668	.....
From Cadiz*	3,365,268	.....	.....
From New York	.....	177,330	.....
Total from foreign ports	3,365,268	21,459,264	.....
Total imports in 1862	15,417,500	42,043,344	7,368,912

*From a condemned vessel.

III. *The comparative increase or decrease in articles of import and export* has already been shown in gross; but it may be noted that the imports there has been an increase in beer, coal, earthenware, flour, (slight,) hardware, wine, woollens and linens, and a decrease in cotton, corn, sugar, timber and lumber, tobacco, wheat and coffee. In exports the principal increase has been of beef, brandy, coal, oranges and sugar, the export of the latter being 302,176 pounds against 3,464 pounds in 1861.

Before leaving this topic it will be interesting to note the comparative proportions of the direct and indirect maritime trade of Madeira, as exhibited in the nationality, tonnage, &c., of the vessels touching here during the past year. This will be found in the annexed.

Statement showing the number, nationality, tonnage, and crews of vessels entered and cleared at the port of Funchal during the year 1862, together with the value of their cargoes and the proportion of each engaged in the direct trade to and from the respective countries.

ENTERED.

Nationality.	WITH CARGOES.			IN BALLAST.			TOTAL.			DIRECT TRADE.		INDIRECT TRADE.		Value of cargoes—invoice.
	No. of vessels.	Tonnage.	No. of crews.	No. of vessels.	Tonnage.	No. of crews.	No. of vessels.	Tonnage.	No. of crews.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	
Portuguese	79	11,992	898	18	13,992	750	97	25,984	1,648	79	23,837	18	2,147	$300,240 00
United States	8	4,447	106	1	360	20	9	4,837	126	4	981	5	3,856	34,406 00
British	52	14,516	888	64	26,391	1,977	116	40,907	2,865	104	39,012	12	1,895	471,600 00
Spanish	.....	.....	.....	3	968	47	3	968	47	2	739	1	229	.....
Dutch	1	73	5	.....	.....	.....	1	73	5	.....	.....	1	73	960 00
French	.....	.....	.....	2	409	22	2	409	22	1	217	1	192	.....
Hamburg	.....	.....	.....	1	80	15	1	80	15	1	80	.....	.....	.....
Brazilian	.....	.....	.....	2	720	49	2	720	49	.....	.....	2	720	.....
Total in 1862	140	31,028	1,897	91	42,920	2,880	231	73,978	4,777	191	64,866	40	9,112	$807,206 00
Total in 1861	123	26,541	1,910	84	30,429	2,142	207	57,270	4,052	167	50,139	39	7,185	$860,971 20

CLEARED.

Nationality.	No. of vessels.	Tonnage.	No. of crews.	No. of vessels.	Tonnage.	No. of crews.	No. of vessels.	Tonnage.	No. of crews.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	
Portuguese	30	5,837	380	66	19,894	1,268	96	25,731	1,648	26	3,357	70	22,374	129,840 00
United States	2	441	15	9	4,894	111	11	5,335	126	5	3,652	6	1,683	10,685 00
British	12	3,689	344	103	36,734	2,519	115	40,423	2,863	88	35,418	27	5,005	212,126 40
Spanish	.....	.....	.....	3	968	47	3	968	47	3	968	.....	.....	.....
Dutch	1	73	5	.....	.....	.....	1	73	5	.....	.....	1	73	43,200 00
French	.....	.....	.....	2	409	22	2	409	22	.....	.....	2	409	.....
Hamburg	.....	.....	.....	1	80	15	1	80	15	.....	.....	1	80	.....
Brazilian	.....	.....	.....	2	720	49	2	720	49	2	720	.....	.....	*30,736 00
Total in 1862	45	10,040	744	186	63,699	4,031	231	73,739	4,775	124	44,115	107	29,624	$426,527 40
Total in 1861	54	13,239	945	149	43,772	3,005	203	56,961	3,950	149	21,058	54	7,264	$419,288 00

* Ships' use.

IV. *General regulations of trade, &c.*—Under this head there is little to note in this district. The temporary abatement of duty on our produce, which quickened our trade with Lisbon and Oporto somewhat during the year, had no effect here, as the duty was abated only at the internal ports, while the islands, unless receiving by transhipments from the continent, obtained no benefit whatever from the regulation. One consequence of this is a greater apparent than real decline here in importations of breadstuffs from the United States.

The existing tariff in this country is, however, so capricious and unequal in its effects as to hamper trade very materially, while bearing unequally upon the people. Another hindrance to our trade, more apparent from the limited markets, are concentrations of the trade in breadstuffs, or combinations almost equivalent in effect to monopolies, crushing out all independent or transient trade, and keeping the market in complete control of a few, to the sore cost of the consuming public. An efficient corrective of this would seem to be the establishment of a reliable commission sale warehouse; but, under present business prospects, there is little inducement to hope that it can be or will be done.

V. *Freights.*—Since the neutral pirates have entered upon their career there has been almost a total absence of American shipping from these waters. In direct trade to and from Madeira there is little or nothing to be depended upon; but our ships might sometimes find freight from Welsh coal ports to Madeira, and proceed thence home, or to the West Indies, in ballast of paving stones.

VI. *Salt and tobacco* are still prohibited to be imported except from Portugal, the latter being a monopoly, and the former a protected product.

The consumption of staple products of the United States seems to be on the decrease. That portion of the governor's reference to cereals, already quoted, explains why there has been such a falling off. The consumption of cotton goods shows also a decrease; but as nearly all the cottons used here are of English manufacture, the loss in market is theirs. Were there any means of direct communication with our ports, there can be no doubt that many of the articles now exclusively obtained in England could be more advantageously furnished by the United States.

Since my last report I am glad to notice that the use of our petroleum oil has been introduced here, and has already become quite extensive in this city, where it is rapidly displacing other oils for illuminating purposes. Hitherto olive oil had been most generally in use. As yet, however, there has been but one direct importation of oil and lamps, nearly all that is used being reimported from Portugal or England.

During the year ending December 31, 1862, the value of the cargoes imported into Madeira in American vessels, as reported to me, was $74,489, and the exports $10,685. The same by custom-house returns was: imports, $34,406; exports, $10,685; the difference in imports being due to certain arbitrary values placed on the latter on articles imported.

SANTIAGO, CAPE VERDE—W. H. MORSE, *Consul.*

SEPTEMBER 20, 1863.

I have the honor to report everything quiet and nothing of any unusual importance transpiring within my consular district.

American trade is dull, and in fact so small as hardly to warrant a return of "Navigation and Commerce."

The importation of Indian corn is prohibited by law, otherwise it could be made an article of profitable trade to us, and beneficial to these islands. At the present time the market price is $2 50 per bushel.

American vessels bound to the coast of Africa continue to touch at these islands, bartering pine lumber, manufactured and leaf tobacco, wooden chairs and flour for goatskins and salt, but in small quantities.

The present time is the season of the annual rains, but without the usual and necessary abundance. It seems to foreshadow a great scarcity of food during the coming year. * * *

OPORTO—HENRY W. DIMAN, *Consul.*

OCTOBER 1, 1863.

* * * I beg further to state to the department that no American vessel has entered or sailed from this port during the past quarter ended September 30, 1863.

Statement showing the description and value of the exports from Oporto to the United States during the quarter ended December 31, 1862.

(Compiled from official copy of invoices.)

Ports.	Merchandise.	Value, including costs and charges.
Boston, *via* Liverpool ..	130 boxes corks.....	$705 96
Philadelphia ..do	1 case and 5 bags corks	33 93
New York....do	9,732 bundles and 100 quintals of cork-wood; 46 bags and 21 cases of corks; 6 casks of almonds; 75 casks of argols; 14 hhds., 40 ¼-casks, 5 fourth, and 28 eighth casks of wine.	11,514 07
		$12,253 96

Statement showing the imports and exports at the island of Fayal during the quarter ended December 31, 1862.

IMPORTS.

Whence imported.	Nature of imports.	Value in reis.
United States	Lumber, nails, provisions, &c., &c.....	6,892,960
Newfoundland.....	Codfish.....	3,678,840
Great Britain.....	Coal, iron, sugar, rice, goods, &c.....	31,684,200
Brazil.....	Rum, timber.....	2,468,000
Lisbon and islands ..	Salt, limestone, tobacco, furniture, oil, drugs, dried fruits.	27,387,640
		72,111,640

EXPORTS.

Whither exported.	Nature of exports.	Value in reis.
United States	Straw hats and baskets.....	810, 950
Great Britain.....	Fruits, sperm oil, baskets, &c.....	23, 380, 000
Lisbon and islands ..	Butter, hides, cheese, baskets, salt beef, specie, sumach, &c.	14, 768, 490
		38, 959, 440

Statement showing the imports and exports at the island of Fayal during the quarter ended March 31, 1863.

IMPORTS.

Whence imported.	Nature of imports.	Value in reis.
Great Britain.....	Coal, goods, sugar, tea, specie, and sundries.	28, 364, 000
Lisbon, St. Michael's, Terceira, Gracioza, Saint Jorge, and Flores.	Goods, tobacco, paper, sweet oil, brandy, grain, wine, hides, iron work, furniture, and sundries.	45, 469, 700
United States	Lumber, canvas, ropes, salt beef, pork, glass, furniture, &c.	4, 995, 000
St. Domingo.....	Coffee.	3, 000, 000
		81, 828, 700

EXPORTS.

Whither exported.	Nature of exports.	Value in reis.
Great Britain.....	Fruit, old metal, bones, &c	2, 478, 800
Lisbon, St. Michael's, Terceira, Madeira, Gracioza, St. Jorge, and Flores.	Butter, old metal, coffee, hides, codfish, straw hats, wine, specie, and sundries.	40, 550, 000
United States	Fruit, sperm oil, straw hats, braid and baskets.	14, 693, 540
		57, 722, 340

Statement showing the imports and exports at the island of Fayal during the quarter ended June 30, 1863.

IMPORTS.

Whence imported.	Nature of imports.	Value in reis.
Great Britain.....	Coal, goods, salt, sugar, tea, iron, and sundries.	10, 500, 000
Lisbon, St. Michael's, Terceira, Gracioza, Saint Jorge, and Flores.	Goods, tobacco, sugar, paper, sweet oil, liquors, spices, furniture, hides, grain, iron work, sundries, &c.	39, 307, 000
United States	Canvas, lumber, ropes, glass, furniture, vinegar, coal oil, salt beef, pork, &c.	5, 852, 800
Brazil.....	Sugar, coffee, and sundries	3, 500, 000
		59, 159, 800

EXPORTS.

Whither exported.	Nature of exports.	Value in reis.
Lisbon, St. Michael's, Terceira, Gracioza, Saint Jorge, and Flores.	Butter, old metal, hides, wine, coffee, straw hats, glass, tobacco, sugar, and sundries.	22, 815, 200
United States	Sperm oil, braid, straw hats, ropes, &c...	14, 764, 700
		37, 579, 900

ST. PAUL DE LOANDO—JOHN S. BRADBERRY, *Consul.*

AUGUST 22, 1863.

* * * The commercial currency of this coast differs materially from the legal-tender money of Portugal as known in the United States; it is called millreis, worth about 66⅔ cents. The legal-tender is called millreis francos; 920 reis to one dollar, making a millreis of this money worth about $1 08¼.

Besides St. Paul de Loando, there are trading stations at Benguela, Misamidos, Congo, Ambrizetta, Ambrize, Londona, Hutela, and several others of less note.

The American trade to and from this coast is larger in amount than that of any other foreign nation, and competition would doubtless increase it.

Price current of articles of export at St. Paul de Loando on August 22, 1863, *in millries, at* 66⅔ *cents, in American dollars.*

Description.	Arrobas.	Gallons.	Pounds.	Price in millreis franco.	In dollars and cts.
Palm oil	.....	130	950	78 to 85 (of 66⅔ cts.)	$56 52
Peanut oil	.....	130	966	100 to 130 "	86 55
Fish oil	.....	130	.....	70 to 85 "	56 52
Beeswax, cleaned	.....	.....	1	435 to 445 "	29
Hides, dry	.....	.....	1	100 to 130 "	8
Copper, old	.....	.....	1	200 to 230 "	15
Copper ore	1	.....	of 32	3,500 to 4,500 "	3 31
Cotton	1	.....	32	3,500 to 12,000 "	8 25
Ivory	.....	.....	1	1,000 to 1,800 "	1 20
Peanuts	1	.....	of 32	800 to 1,300 "	86
Urzella, (a dye)	1	.....	32	3,000 to 3,500 "	2 32
Gum copal, first quality	1	.....	32	7,500 "	3 32
Do	1	.....	32	5,000 "	3 32
Do	1	.....	32	3,500 "	2 32
Do	1	.....	32	2,000 "	1 33
Coffee	1	.....	32	5,500 to 5,750 "	3 82
Do	1	.....	32	4,800 to 5,300 "	3 52

Exchange on New York, 15 per cent. discount.

The annual exports to the United States from the south coast of the articles enumerated amount to about $500,000.

ST. MICHAEL, (AZORES)—THOMAS HICKLIN, *Commercial Agent.*

Statement of export of oranges from St. Michael in the seasons of 1856 *to* 1861, *large and small crops alternating.*

	Seasons.	Boxes averaging 800 oranges each.	Increase.
Large crop of	1855–'56	123, 327	.....
Do	1857–'58	179, 922	56, 595
Do	1859–'60	262, 086*	82, 164
Small crop of	1856–'57	160, 079 }	39, 779
Do	1858–'59	139, 858 }	
Do	1860–'61	211, 554	71, 696
Increase in six years, boxes			250, 234

Annual average, 41,705, or about 60 cargoes of 700 boxes.

The crop of 1861–'62, 198,300; crop of 1862–'63, 161,315. This diminution was occasioned by the unusual constancy of westerly winds from January to May, which blew down the fruit and blighted the flowers, which commence to bud in January—the trees being full of flowers and fruit at same time. The last winter was so mild that not one gale of note occurred, and the blossoms were so abundant that it is expected that the export in the season of 1863–'64 will exceed 320,000 boxes, or 356,000,000 of oranges, for about 457 cargoes,

*In 364 British vessels, all to that country.

equal to 1,280,000 Sicily sized boxes, besides probably 80,000,000 of oranges blown down by the elements. No country exists that produces and exports so much. The cultivation is rife. Such a redundancy will reduce the price to a fraction, and shows the impotency of ad valorem duties in general, as also its injustice, as the same article has not the same value in every country; the higher the cost, so is more duty to pay. I notice the excess of oranges imported into Great Britain; that the markets there are often overstocked, resulting in heavy losses. The shippers, including eight companies, must resort to other markets, consequently much must be sent to the United States in future. The duty in England is only about one penny per box. The export commences early in November and continues to the end of April. Ice and snow are sometimes seen on the tops of the mountains. Fahrenheit's thermometer was not lower last winter than 52° in February and 79° in August, the medial for the year in the shade being 66½° in the city, the population of which is about 20,000, and of the whole island 106,546.

The amount of exports was 493,291.91 francs, of which 278,344.05 were to Great Britain; and the imports, 722,695.26 francs, including 418,971.26 francs from Great Britain, which shows that she engrosses the chief trade. Of grain, say wheat, maize, and beans, some years 280,000 to 300,000 bushels are exported, besides feeding the inhabitants, cattle, poultry, &c. This in an island not more than 40 by 8 miles in extent.

MACAO—W. P. JONES, *Consul.*

JUNE 30, 1863.

* * * The insurance companies, which have taken advantage of our unfortunate increase of marine disasters to American vessels to advance insurance on goods in American bottoms, have added grievously to the embarrassments of our carrying trade. As a consequence, our vessels are fast going under other flags. * * *

* * * Americans cannot fail to desire the prosperity of Macao. Since the time when it bestowed the first welcome our flag had ever received in these waters, (*vide* letter of Mr. Samuel Shaw to Mr. Secretary Jay, dated May 19, 1785,) down to the present time, Macao has not failed, I believe, to treat that flag with all honor, and those who have been privileged to claim its protection, with marked courtesy and good will. * * *

DOMINIONS OF THE NETHERLANDS.

ROTTERDAM—GEORGE E. WISS, *Consul.*

MARCH, 13, 1863.

I have the honor to acknowledge the receipt of circular 29, of the Department of State, Washington, November 20, 1862, and in reply to section 9 of this document, "requesting the consular officers to ascertain and report if, under the laws of the countries in which they reside, they are authorized to administer oaths," I beg to state that according to existing treaties between the United States and this kingdom American consuls are authorized to administer oaths.

In the treaty dated January 19, 1839, is provided by section 3: "It is further agreed between the contracting parties that the consuls and vice-consuls of the United States, and the consuls and vice-consuls of the Netherlands in the ports of the said States, shall continue to enjoy all privileges, protection, and assistance as may be usual and necessary for the duly exercise of their functions in respect also of the deserters from the vessels whether public or private of the countries."

In consequence of this, American consuls enjoy the same liberty and privilege here as the Dutch consuls in the United States who are authorized to administer oaths. Besides, the said authority is general to all consuls of other powers at this place.

Although this seems to be satisfactorily answering your question, I would not, while considering the beginning phrases of section 7, leave this matter without rendering it perfectly perspicuous in reference to the spirit of our laws. Thus it seems to me you are under the impression that in all cases where consuls have authority to administer oaths, such oaths made to invoices would have "legal force," (while saying in that section 7, "in those countries where an oath to an invoice, to be of legal force.")

In the full sense of the word, they have not everywhere; according, at least, to the laws of Holland, they have not. For, would you raise the question whether persons having made a false oath to an invoice, could be prosecuted according to the laws of Holland, I have to state, on the authority of learned men of the law, that it would not make any difference whether such an oath be made before a consul or before a Dutch magistrate, but that in neither instance could a person, according to the Dutch laws, be punished for falsely swearing to an invoice of his own.

The law here punishes those who bear false witness (valsch getaigenis) in criminal cases (straf zaken,) in lawsuits (civile zaken,) &c.; but the supreme court of the Netherlands has decided, in several instances, that witness (getaigenis) is a testimony given, not in one's own case, but in that of another, and that therefore a false oath made to a certificate of origin by the person who himself is interested in the affair, is not a witness (getaigenis) according to the spirit of the law, and, in consequence, not punishable.

Now, is a "certificate of origin" a document serving to prove that goods imported from the Netherlands into the Dutch colonies are produced or manufactured, in order to save the higher duties levied on products of other countries, and in this regard of a similar use and of the same character as the certificates to invoices prescribed by our government?

Therefore, if the supreme court of the Netherlands does not attribute to an oath made to a certificate of origin, concerning the revenue of their own country, as much legal force as to enable their government to prosecute false swearing, we cannot by any means expect that they would give a decision different from the above in case of a false oath being sworn to an invoice, either before a consul or before a Dutch magistrate, concerning the revenue of the United States.

Views of law like these are not extraordinary ones in Europe; as I have known that, in many states of Germany, it is a steady principle of law that no person shall be allowed to swear for his own cause and behalf, except in serious criminal cases.

Thus, our government cannot but take those certificates to invoices as solemn private declarations, sworn to on our request by the respective firms, (except those sworn to by other persons, per procuration, because they are really bearing "witness,") and issue stronger measures to take on the entrance of foreign merchandise in our ports.

As to measures of that kind, I shall have the honor to give you, in my next despatch, all that I shall be able to learn from the administrative rules usual at the frontiers of this country.

OCTOBER 10, 1863.

I have the honor to transmit herewith my annual report of the commerce of this port, with a tabular statement, in United States currency, of American mer-

chandise imported, together with a statement of exports to the United States, with some general observations.

The remarkable feature in commercial affairs, during the past year, is the influence our civil war has exercised over the commerce of this port, as over that of the whole world.

If we consider that this influence was not felt abroad in all its force, until the second year of the war, it is right to presume that the coming peace, with its blessings, will not restore the commercial equilibrium which the war disturbed, and quiet the exaggerated fears and hopes of our trading population until a second year after its conclusion.

Although the influence of our war was more immediately felt in the cotton manufacturing districts, it did not fail to affect all commercial relations of this country with the United States, especially the produce market.

The diminution in the importation of Carolina cotton, Virginia and Kentucky tobacco, was followed by a diminished export to the United States of our goods, compared with that of other years. This was especially the case with coffee, gin, nutmegs, madder, and herrings.

The export of gin from this port to the United States was insignificant, owing to the high duties. Madder and garancine were exported to the United States only in small quantities, partly from the reduced demand, and partly from the low price asked by French dealers in this article.

PETROLEUM.

The importations of this new article of American commerce into this country have been very small, compared with those of other countries. This has arisen partly from the Dutch unwillingness to accept of an article of commerce unwonted to them, and pa tly from fear of danger from using it in lamps. I shall make it my business to have the community informed, through the press, of the difference between raw and refined petroleum, so as to increase the importation of this article, so important in our international trade.

FINANCE.

As to the money market, I have to state that United States bonds are not in demand here. Our national credit, in spite of the great debt we have had to incur, has proved to be very substantial in Europe, as can easily be shown by a single instance. Even before the battle of Gettysburg our paper sold here at 68 *a* 70, while the Austrian national loans, at the commencement of the Italian war sunk to 30 *a* 34; a difference in comparison of the two powers, under similar circumstances, quite favorable to our national credit abroad.

Annual report of merchandise exported from Rotterdam to the United States for the year ended September 30, 1863.

FOR THE QUARTER ENDED DECEMBER 31, 1862.

Description.	Where produced.	Packages.	Value.
Anchovy	Holland	Kegs	$943 00
Cheese	do	Cases	2,252 36
Chicory-root	do	Casks and bags	1,835 36
Cinnamon	Java	Packages	3,560 96
Codfish	Holland	Rolls	168 00
Coffee, (Santos)	East Indies	Bags	2,496 04
Coffee, (Java)	do	do	13,254 46
Flax	Holland	Bales	23,570 00
Flower-roots	do	Cases	238 05

Annual report.—Continued.

Description.	Where produced.	Packages.	Value.
Garancine	Holland	Casks	$10,185 95
Gin	do	do	52,298 63
Herring	do	Kegs	8,138 60
Lead	Germany	Pigs	6,740 96
Liquors and wines	Germany and Holland	Casks	2,546 95
Madder	Holland	do	27,286 22
Nutmegs	East Indies	do	10,068 87
Pipes, (earthen)	Holland	Cases	2,023 40
Ratan	East Indies	Bundles	2,247 64
Succades	Holland	Casks	1,445 71
Tar	Sweden	Barrels	1,889 71
Tin, (Banca)	East Indies	Slabs	4,455 29
Zinc	Belgium	Casks and cases	39,805 00
Total			$217,451 16

FOR THE QUARTER ENDED MARCH 31, 1863.

Cheese	Holland	Cases	$660 00
Chicory-root	do	Casks and bags	2,248 32
Cinnamon	Java	Packages	1,053 60
Coffee, (Java)	East Indies	Bags	121 69
Clay	Germany	Casks	109 84
Flax	Holland	Bales	32,608 52
Garancine	do	Casks	106 27
Gin	do	do	16,596 53
Herring	do	Kegs	2,883 00
Liquors and wines	Holland and Germany	Casks	60 00
Madder	Holland	do	13,644 21
Nutmegs	East Indies	do	14,320 30
Pipes, (earthen)	Holland	Cases	481 80
Ratan	East Indies	Bundles	4,869 54
Tobacco, (Java)	do	Bales	162 60
Tow	Holland	do	1,122 39
Toys	do	Casks	36 00
Zinc	Belgium	Casks and cases	43,350 23
Total			$134,434 84

FOR THE QUARTER ENDED JUNE 30, 1863.

Arrack	Java	Casks	$683 76
Cheese	Holland	Cases	270 43
Coffee, (Java)	East Indies	Bags	2,312 51
Clay	Germany	Casks	2,234 95
Chicory, (ground)	Holland	do	1,050 64
Flax	do	Bales	20,486 16
Gin	do	Casks	40,970 12
Herring	do	Kegs	7,434 00
Liquors and wines	Holland and Germany	Casks	2,516 62
Madder	Holland	do	18,868 91
Mineral water	Germany	Jugs	121 73
Pipes, (earthen)	Holland	Cases	708 64
Seeds	do	Bags	1,594 85
Tow	do	Bales	7,266 99
Zinc	Belgium	Casks and cases	27,975 00
Total			$134,495 31

Annual report—Continued.

FOR THE QUARTER ENDED SEPTEMBER 30, 1863.

Description.	Where produced.	Packages.	Value.
Arrack	Java	Casks	$192 00
Anchovy	Holland	Kegs	631 20
Cheese	do	Cases	709 21
Codfish	do	Rolls	206 60
Coffee, (Java)	East Indies	Bags	89 58
Clay	Germany	Casks	2,478 82
Coal	do	In bulk	1,096 04
Flax	Holland	Bales	10,289 40
Flower-roots	do	Cases	4,135 98
Garancine	do	Casks	2,303 20
Gin	do	do	20,604 40
Herring	do	Kegs	8,734 15
Liquors and wines	Holland and Germany	Casks	10,422 90
Madder	Holland	do	13,787 63
Mineral water	Germany	Jugs	35 56
Nutmegs	East Indies	Casks	689 56
Pipes, (earthen)	Holland	Cases	2,389 09
Ratan	East Indies	Bundles	6,063 04
Seeds	Holland	Bags	2,177 80
Tin, (Banca)	East Indies	Slabs	3,961 60
Tow	Holland	Bales	117 49
Total			$91,115 25

TOTAL FOR THE YEAR ENDED SEPTEMBER 30, 1863.

Description.	Amount.	Description.	Amount.
Arrack	$875 76	Liquors and wines	$15,546 47
Anchovy	1,574 20	Madder	73,586 97
Cheese	3,892 00	Mineral water	157 29
Chickory-root	4,083 68	Nutmegs	25,078 73
Cinnamon	4,614 56	Pipes, (earthen)	5,602 93
Codfish	374 50	Ratan	13,180 22
Coffee, (Santos)	2,496 04	Succades	1,445 71
Coffee, (Java)	15,778 24	Seeds	3,772 65
Clay	4,823 69	Tar	1,889 71
Chickory, (ground)	1,050 64	Tin, (Banca)	8,416 89
Coal	1,096 04	Tobacco, (Java)	162 60
Flax	86,954 08	Tow	8,506 87
Flower-roots	4,374 03	Toys	36 00
Garancine	12,595 42	Zinc	111,130 23
Gin	130,469 68		
Herring	27,189 75	Total	$577,496 64
Lead	6,740 96		

PARAMARIBO—HENRY SAWYER, *Consul.*

OCTOBER 5, 1863.

I have the honor to transmit a brief report of the trade and commerce of this port with the United States, for the year ending the 30th September, 1863.

ANNUAL REPORT.

Imports.—The aggregate value of imports from the United States, which consist of flour, beef, pork, fish oil, herring, alewives, mackerel, soap, candles, pails, tubs, clocks, and lumber, have amounted to $382,300 68, in 30 vessels; their tonnage, 8,225$\frac{71}{95}$.

Exports.—The aggregate value of exports, consisting of sugar, molasses, cocoa, coffee, and old copper, have amounted to $306,276 94.

Emancipation.—Owing to the emancipation of slaves, which took place on the 1st of July last, the plantations are at a stand-still. But it is to be hoped that as soon as the regulations of the government regarding the newly emancipated are put in force, agricultural affairs will improve.

The emancipated placed under government.—The freed slaves are all under the surveillance of the government for the term of ten years; that is, they are not at liberty to leave the district where they were formerly held as slaves, but they are obliged to enter into contract with some of the planters in said district, and all who refuse to abide by this law are at once taken to the government authorities and compelled to labor on the public works or estates.

Wages.—The rate of wages stipulated by the government is 80c. (32 cents American) per diem. But even at that price of labor it is quite impossible to grow sugar at the present low price, (8½c., or 3¼ American per pound.) Many of the estates have changed hands or been abandoned by their former owners, as they will not risk their capital upon them.

Immigration.—Efforts are being made to introduce coolies from the colonies near here, which are overpopulated with immigrants, and who are, in some of the islands, in a state of starvation at this moment.

It is very certain that if agricultural labor-saving implements were introduced here, sugar could be raised at a much greater profit than it now is, as it is quite impossible to compete with other colonies where they are introduced. There is not a plough used in this whole colony, and the majority of the present planters are much averse to anything in the shape of modern implements of tillage. The same land is cultivated year after year without any change, simply by planting the cane on the surface and covering it a few inches deep, and all is worked with the hoe and cutlass.

Machinery.—The machinery in use is the common evaporating kettle; not one steam-engine is used in the colony.

Coffee.—There are but very few estates on which coffee is cultivated, but that produced is of a very fine quality, and is mostly shipped to Holland.

Cocoa.—Cocoa, in former years, was an important production of this colony, but for some reason a great portion of the estates have been abandoned, or the cultivation changed to sugar.

Cotton.—The quantity of cotton raised here is very limited, but of the very best quality, being of the long staple. The whole amount produced per annum is about 250 tons.

Trade.—Since the emancipation the manner of trade has altogether changed; for instance, the merchants formerly purchased the cargoes and loaded the vessels; now the articles are sold for cash, and the masters or agents purchase the products for cash from the planters.

Currency.—The currency of this colony is the Dutch guilder, valued at forty American cents.

Exchange.—There is nothing doing in exchange on the United States, but bills on Holland and England are at par: twelve guilders to the pound sterling.

Gold mines.—Thus far the gold mines discovered here some four years since have amounted to little or nothing. The obvious reason is that on the mountains where they are found, it is very unhealthy, and nearly all the parties who have explored them have returned sick; and because the gold is in quartz, and there is no kind of mining instruments here, it is very difficult to extract it.

Wood.—In my report for 1862 I made mention of the various kinds of serviceable wood of this colony, especially for ship-building purposes. It is said by competent judges to be equal to teak. The names of some are, brown-heart, purple-heart, green-heart and ball-tree. It is mostly cut by the maroons or bush negroes, and floated to town from the interior.

I believe there have never been any shipments of this wood made to the United States. The ordinary price is forty American cents per cubic foot. There is much of the brown and green heart shipped to the West India islands, where it is used for building small vessels, and also for houses.

Tabular statement of the trade and commerce of Paramaribo with the United States for the year ended September 30, 1863.

Quarter ended.	Entries.	Tonnage.	Value.	Cleared.	Tonnage.	Value.	Remarks.
Dec. 31, 1862.	8	2,683 17/95	$85,240 00	6	2,020 19/95	$68,483 00	Schooner Lamartine, condemned.
March 31, 1863.	8	1,498 77/95	72,040 08	9	1,950 20/95	98,663 58	The foregoing includes cargoes imported and exported to the United States under American and foreign flags.
June 30, 1863.	11	2,435 13/95	135,941 39	8	2,100 25/95	79,033 20	
Sept. 30, 1863.	8	1,608 64/95	89,079 21	10	2,119 60/95	60,097 20	
Total.....	35	8,225 71/95	$382,300 68	33	8,190 80/95	$306,276 98	

Value in favor of the United States, $76,023 74.

DECEMBER 4, 1863.

I have the honor to inform you of the prices current of produce of this country, and the value of exchange.

Sugar is 11½ cents per pound, Dutch currency, weights and measures; coffee 40; cocoa 30; molasses 30.

Exchange on Holland and England is at par. Bills on the United States, either in coin or in currency, are unsalable, owing to the speculation in remitting bills on Europe to the United States.

The currency of this colony is gold and silver—forty cents to the guilder, estimated in United States coin.

ST. MARTIN, W. I.—CHARLES REY, *Consul.*

JULY 7, 1863.

I have the honor to transmit to the department my report for the quarter ending June 30, and a statement of fees received for the same period.

I regret that nothing of interest has occurred for that period here. No American vessel has arrived at this port, for the purpose of trade, for the last five months. The trade of the island is entirely carried on by British-American vessels, and American vessels navigating under the Swedish flag.

We have a large quantity of salt on hand of the present year's gathering, which moves off but slowly. * * *

OCTOBER 10, 1863.

I have the honor to make known to the department that no American vessels have arrived at this port during the last quarter ending September 30; the trade between the United States being confined entirely to neutral vessels.

BELGIUM.

BRUSSELS—GEORGE SAUER, *Consul.*

JULY 15, 1863.

I beg leave to bring to the notice of the department the great irregularity practiced in this country with regard to the verification of invoices.

Large purchases of Brussels lace have lately been made here. Indeed, I am credibly informed that they have been larger than ever before in the same length of time; yet the invoices produced at this consulate have been quite small.

A practice, it appears, has prevailed for some time to carry the invoices of the manufacturers to London or Paris, and there the goods are repacked and invoiced by the partner or agent who makes the purchase in Europe on account of the American importer, and who finally obtains a certificate from the consular officer at some out-port. Such irregular mode of proceeding causes not only the identity of the goods to be lost, but favors misrepresentation of their character and a lower estimate of value—the supposition being that Brussels lace can be mixed with common English kinds.

Nor is this practice solely confined to the lace trade, manufacturers from the woollen districts of Belgium being in the habit of sending invoices to other places on this continent, where the partners or purchasers of the New York houses reside, leaving them the option of obtaining a consular certificate at whatever shipping port it suits their convenience.

There being no direct steam communication between Belgian or French ports and the United States, large quantities of goods are shipped here *via* Hamburg and Bremen, and the practice alluded to has been much favored by circulars sent to shippers here tending to the inference that the consul encouraged the verification at the seaboard.

As these may probably mislead shippers, I have, in concert with my colleague at Antwerp, sent a notice to shippers. This has had but little effect, and I respectfully submit, that unless shippers of this country receive through the consular officers some peremptory warning that their goods will be detained at the port of entry, they will, it is feared, continue to carry their invoices wherever they please—a practice that must tend seriously to injure the revenue of the country.

ANTWERP—A. W. CRAWFORD, *Consul.*

JANUARY 8, 1863.

I have the honor to communicate that the rebellion has but little power over commercial relations with some of the European states.

So far as Belgium is concerned, that rebellion has, to be sure, put a stop to the movement of American cotton, rice, tobacco, and turpentine; but it has, by the same process, given to American shipping the long and profitable transportation of rice and cotton from India and guano from Peru, and the bringing of turpentine from Sweden; and no doubt will be held, except by most interested of parties, that a sum so added to American profits should overvalue any greater one which might be destined to extend human slavery.

The employment of the products of our revolted States has almost entirely ceased in the district of this consulate, without any apparent serious detriment to it; while consumption of the products of our loyal States rapidly increases here, to the evident advantage of both producers and consumers.

American grain, meats, fruits, woods, and oil, are daily becoming of more importance to this dense and rapidly increasing population; and their consumption will soon be restricted only by Belgian power to pay. Expensive lands, traversed by frequent ditches and hedges, and tilled principally with the spade, cannot well compete with our cheap, broad prairies, where ponderous steam-ploughs turn unbroken furrows for miles in length; and Belgian grain fields are being turned into gardens and fruit-yards for the gratification of the 3,000,000 throats of London and ultimate benefit of our western wheat-growers.

Carbon oil, which I have been at some pains to introduce here, now promises also to displace a considerable branch of agriculture in this district, by putting a stop to growth of rape and linseed. Although this is the first year of its introduction, one million five hundred thousand gallons have already arrived, and future reports will exhibit a traffic startling in extent and rapidity of growth.

Thanks to our inventive genius and free use of machinery, several articles of our manufactures are coming into use here among a people who can retain manual labor at only twenty-five cents a day. Many more exchanges of what we grow and what we make by machinery, for what must yet be manufactured by hand, could be profitably made.

Increase of our tariff upon importations does not yet seem to have reduced the amount of exports from this district, and the check which took place a year ago appears to have been but temporary, though of course a part of this overcrowded population must in time know that it is to its advantage to manufacture our materials for us nearer our own homes.

Many of the glass-mills that were stopped for want of orders from our country are again in full blast, and considerable quantities of such window and mirror glass as is commonly known in our market as "French plate" are going forward.

The cloth-mills, too, for some time much engaged on military cloths for rebels, seem to have returned to their more legitimate trade of supplying our citizens with the lower grades of dark cloths and cassimeres, generally sold as English.

Of laces, although well aware that they constitute a principal source of commerce between this country and ours, I can only report that I believe they are generally smuggled.

Chicory has been a considerable article of export from Antwerp to New York during the past year. As it is an agreeable and wholesome adulterant for coffee, there is no reason why we should not make use of it; but, as it may be cheaply raised in any of our States, there would hereafter be as much reason in our buying maize in Italy as chicory in Belgium.

I say above that a part of this overcrowded population must in time discover its advantage in emigrating to our country. Five millions of industrious people, of medium capacity, prudence, and ambition, will not much longer content themselves within a territory equal in extent only to one of our smaller States, that

holds no very great superiority of commercial position, and where the advantages for manufacturing for other states are daily diminishing.

FEBRUARY 24, 1863.

I have the honor to acknowledge the receipt of your circular No. 30, making certain inquiries as to the mode of passing goods across the national frontier.

All goods, with but few exceptions, pass through the kingdom of Belgium free of duty; but, in order to protect the government against frauds, the following precautions are taken by the custom-house officers during the passage of goods from one frontier to another, viz: All goods on entering, and during their transit through Belgium, are placed under seal, and a custom-house permit is forwarded with the goods, which must be presented at the frontier from which the goods are exported. If the permit is not returned within six months to the place of its issue, then the duties must be paid by the party who entered the same for transit.

There is another mode of transit called "direct transit." Under this form the goods remain under the immediate control of the custom-house authorities; during their passage through Belgium they are placed in a car locked up by a custom-house officer, who retains the keys until they arrive at the national frontier. If this mode is selected, then the custom-house authorities assume all responsibility, and the person sending the goods can under no circumstances be held responsible.

MAY 12, 1863.

In my despatch No. 18, written in reply to your inquiry whether, by the laws of Belgium, an oath administered by me is valid, I had the honor to inform you that I sent a copy of your despatch to Mr. Sanford, our minister at Brussels, who then submitted the question to the minister of justice of Belgium, who, on his part, promised to investigate the subject and give his opinion.

I have now the honor to forward that opinion, as contained in the following copy of a despatch received from Mr. Sanford:

UNITED STATES LEGATION,
Brussels, May 5, 1863.

SIR: In reply to your inquiry touching the validity of oaths administered by consular officers of the United States, in virtue of the act of July 14 last, to those sending merchandise to the United States, I have to inform you that, in the opinion of the proper authority here, such oaths have no legal effect in this country. * * * * * * * *

Respectfully yours,

H. S. SANFORD.

A. W. CRAWFORD, Esq.,
U. S. Consul, Antwerp.

GHENT—MARINUS LEVISON, *Consul.*

JUNE 24, 1863.

I have the honor to confirm my respects of the 18th of May last, and to remit you herewith my report on the commerce and industry of this consular district for the year 1862.

General report upon the commerce and industry of the district of Ghent for the year 1862.

GENERAL SITUATION.

The condition of divers branches of the commerce and industry of this province, bad already in 1861, by reason of the dearness of the alimentary commodities, and from the prejudices which inspired the European policy, became more severe during the year 1862. All kinds of business hvae been affected, though at different degrees, by the unfortunate events of which North America has been the theatre.

An abundant harvest, as well in the cereals as in grass and potatoes, has produced a marked depression in the price of provisions. The temperature has been exceptionally mild, and has permitted the continuance of a diversity of operations to which the frost has usually interposed obstructions.

This concurrence of circumstances, united to the activity of the flax establishments, has contributed to mitigate the effects of the crisis upon the laboring population in the localities where they had not directed themselves to the cotton industry. But among these last, and especially in the city of Ghent, and in the adjacent villages, where reside numerous cotton artisans, the sufferings have been very severe. It is but just to say, that these people endure these sufferings with remarkable resignation—a position as cruel as it is unmerited. From all parts, however, succor has come to them with liberal earnestness.

Every one has done his duty. The authorities, as individuals, have sought all the practicable means to mitigate afflictions endured with such perfect calmness. The public subscriptions, private contributions, and the establishnents of benevolence, have alleviated the misery in every manner possible.

In the city of Ghent, the municipal authorities, with the assistance of the state, as well as the commercial and industrial circles, have lent a most laudable co-operation with the public assistance, in organizing relief measures of every description, and in causing the construction of public roads especially, for some time, by workmen wholly deprived of wages.

The general slackening of work in the principal industries has brought about a corresponding diminution in the commerce of raw materials.

Flax and hemp alone have given place to an importation much heavier than the preceding year, which has been raised to the figure of 4,327,202 kilogrammes.

The commerce of the colonial commodities and of the fruits has been regular. It is the same thing with building timber.

The languor in industrial and commercial affairs has left a great deal of capital without employment; and an abundance of silver has necessarily produced a reaction on the rates of discount.

The mean rate of discount of the National Bank during the year 1862 was 3.43 per cent.

MARITIME COMMERCE AND TRANSPORTATION.

The maritime commerce of this city is principally sustained by the importations of raw materials, designed for the workshops, and of some commodities of great consumption.

The unfavorable situation of the greater part of the industries, and the sufferings of the working population, sufficiently explain the reductions which have been signalized in the commerce of the raw material and of certain commodities.

On the other hand, the abundance of the cereal crop and of the grasses has exempted commerce from having recourse to the importation of grain, of the oleaginous seeds, of oil-cakes, and of rice, as considerably as in preceding years.

The decrease of maritime commerce ought to be attributed principally to these different causes. It represents a movement of less than five thousand marine tons.

As a set-off, the relations with England by steam vessels, notwithstanding the decrease of importations of cotton-wool, have not ceased to be expanded. The arrivals of steamers from England were increased in 1862, to the number of ninety, representing fifteen thousand tons.

This number was divided as follows:

Arrivals from London	24
Arrivals from Goole	56
Arrivals from Hull	10
	90

The internal navigation between this city and Holland was stationary for a great number of years; it has been raised to the figure of fourteen thousand by the rivers.

The average tonnage of sea vessels entered this port during the year 1862 was 164.

Aside from the outward cargoes of steamers, the exports by sea principally consist of refined sugars, hard or refractory products, materials for railroads, charcoal and oils.

Here follows a table of the maritime navigation of this port during the year 1862, compared with the year 1861:

Cargoes.	1862.		1861.		Difference in 1862.	
	No.	Tonnage.	No.	Tonnage.	Increase.	Decrease.
Wood	66	14,847	77	17,737	.....	2,890
Oleaginous grains	11	1,023	40	3,609	.....	2,586
Flax, hemp, and tow	26	4,082	16	2,904	1,178	.....
Oil-cakes	6	353	32	1,856	.....	1,503
English charcoal	.....	.....	6	993	.....	993
Grains	6	1,344	9	935	409	.....
Rice	5	357	14	1,099	.....	742
Wines	12	946	10	804	142	.....
Coarse salt	17	3,648	15	3,687	.....	39
Raw sugar	6	1,437	11	2,269	.....	832
Portuguese fruits	7	645	10	820	.....	175
Stockfish and liver oil	6	346	5	360	.....	74
Cast iron	12	904	.....	.....	904	.....
Sundry merchandise	100	16,134	95	14,070	2,064	.....
In ballast and cargo	1	73	6	615	.....	542
	281	46,139	346	51,758	4,697	10,316 4,697
Total decrease	.....	.....	.....	.....	.....	5,619

These vessels carried the following flags:

Nationality.	Number.	Tonnage.
English	99	16,500
Belgian	44	6,800
Hanoverian	33	3,598
Holland	10	1,117
Norwegian Swedish	29	6,161
Muhlenbergian	18	4,251
Prussian	15	3,814
Danish	14	1,298
French	12	946
Russian	3	782
Spanish	2	404
Wismarian	2	468
Total	281	46,139

INDUSTRIES.

Cotton industry—spinning manufactories.—At no epoch has a crisis so terrible as that which has raged the greater part of a year weighed so oppressively upon the cotton industry.

In 1861 enormous quantities of manufactured products encumbered the warehouses of the entire world and rendered sales very difficult. In 1862, notwithstanding the successive reductions which the production was subjected to, the offers of manufactures have again exceeded the demand—the outlet, principally through the interior market, has failed. The price of cotton products, never having been correspondent with the price of the raw material, is to-day four times greater than formerly.

The quantity of cotton wool-consumed in Belgium in the year 1860 was about 15,378,000 kilogrammes, and in 1861, 14,732,000. We then can estimate that at the commencement of the American war the operations of the cotton manufactories in Belgium produced an annual consumption little less than fifteen millions of kilogrammes of cotton-wool. In 1862, the importations were 5,406,000 kilogrammes—36 per cent., grant it, of the average of fifteen millions. If we reflect that at the beginning of the year 1862 there was among the traders whatever manufacture of the supplies of a certain importance existed, while on the 31st December of 1862 there was no stock of raw materials on hand, one may perceive that the work of our manufactories has advanced 30 per cent. of the labor of an ordinary year. Now, the English statistics estimate at five and a half millions of bales the quantity of cotton consumed annually in the whole world; and at eighteen hundred bales only, say about 32 per cent. of the total amount of that quantity for the year 1862. This simple comparison establishes that the efforts of the manufacturers of this city to sustain work are not less than those employed elsewhere.

Weaving.—The weaving establishments have suffered from the crisis, as well as all branches directly depending on the cotton industry. A great many have been entirely suspended. Others have been only worked in part. The manufacture of the heavy articles has totally ceased, the sale having become impossible.

The weaving of fancy articles, with which the Ghent market has been encumbered, has been equally suspended. The light articles are the only ones which can be produced with a disadvantage less marked. In general, the re-

duction of work in the weaving establishments has assumed proportions as great, if not greater than in the spinning manufactures.

The printed cottons.—The manufacture of prints has been little carried on in 1862. The great quantity of printed tissues on hand, and the impossibility of obtaining remunerative prices, have forced the printers to reduce their work more than one half. For want of outlets, or market, many towards the end of the year stopped work altogether.

The flax industry—preparation of flax.—The flax harvest of 1862 has produced an average return; but the commerce of the raw material has been briskly invigorated both by the high price and scarcity of cotton-wool, as well as the work in preparing flax has given to it great advantages.

At Deyuze, where the steeping of the flax is undergone in the Lys, this work has been very active. We can equally point to the development which the commerce of tow has assumed in this locality.

At Eecloo, the facilities and advantages which the steeping in the new canal of Schipdonck offers, had induced the cultivators to sow flax more considerably than in other years. Thus, the labor on flax had given occupation to a great many hands in this district, and produced the most favorable results.

The bluish flax is exported to France; the yellowish, steeped in the canal of Schipdonck, is despatched in great quantities to England.

The manufactories of flax and tow.—The year 1862, without being able to be termed brilliant, has been, nevertheless, as a general result, favorable to the flax spinning mills.

The first seven months of the year passed off in regular and sustained operations, without variations in the prices. The production and sale were so balanced as to preserve in the warehouses a stock sufficiently well supplied. Towards the month of August, considerable demands for threads were declared. This was, for that year, the event of the year. The increasing dearth of cotton, and the excessive demands of this article, had driven a great many of the traders to seek after a material which could supply the place of cotton. The threads of flax and of tow were naturally regarded as proper substitutes for cotton threads in many cases. The impulse being given, the stocks rapidly shipped off, and at an advance; many of the engagements were, however, contracted under these conditions. This state of things passed off to the period when the flax of the new crop commenced to come into market. The rise did not delay to be communicated to the raw material, which went up about thirty per cent.; upon threads it reached about twenty per cent., which sustains the relation which exists between the two prices.

By way of summary, all the flax establishments of this district, the implements of which were estimated at about one hundred and twenty thousand spindles, and the number of artisans about six thousand, have been in full activity during the whole year. One can also note the tendency of this industry to augment its means of production, at the same time the rise continues in the wages which are paid to the artisans. But it is a yet more happy circumstance to be able to declare the prosperity of the linen industry, which, by its activity, has so powerfully contributed to protect from frightful misery a portion of the families affected by the stagnancy forced upon the cotton manufactures.

Weaving.—The manufacture of linen cloth, and of the tows, was active during the first three quarters of the year 1862. In the month of October, the rise in threads intervene to fetter work; and in the month of November, it proved to be a stagnation sufficiently marked.

The cause of this circumstance is to be attributed to this: that the government of the Low Countries, with the view to protect the cloth fabrics of Northern Brabant, has raised the custom duties upon Belgian cloth from one to five per cent., dating from the 6th of November last.

The Holland market, however, tends to avail the Belgian flax manufacturers; already the exportation of the whitened cloths in the direction of Holland has become almost nothing. The manufacture of fabrics for veils remained stationary in 1862.

Laces.—This industry has been seriously affected by political events. The outlets for them have steadily failed; the small ordinary laces, principally the description called the Valencian, alone have been found to keep a position. The uneasiness of this industry has produced unhappy consequences to the immense working population which is employed in the districts for making laces.

The woollen industry—spinning manufactories.—The scarcity of the cotton threads has actively during the entire year 1862 invigorated the demand for woollen threads, both combed and carded. The consumption, which abandoned the cotton cloths, has produced high prices for these, embracing woollen tissues, partly pure, partly mixed. Besides, the woollen spinning mills at Eecloo and Ghent have been in full activity during the whole year, and they have readily found money for their products. The manufacturers of Eecloo during the year 1862 again augmented their means of production.

Weaving.—The manufacture of the tissues of pure wool has been active during the whole year; it has been the same with the manufacture of the mixed tissues, the principal branch of the industry at Eecloo.

Tissues of silk.—The work in this branch of industry carried on at Deyuze has been in a languishing condition during the whole of the year. The wages of the workmen have been inadequate, and a great many weavers have abandoned this description of business.

Construction of machines—machinery.—The unfavorable situation of the most of the industries has necessarily reacted upon machinery and the construction of machines since the work for the interior has been very limited.

Many of the principal constructors, nevertheless, have for many years made strenuous efforts to send off the results of their industry, and they are indebted to the superiority of their workmanship for seeing their efforts crowned with success. They have learned to relieve measurably the local sufferings, and their establishments have been preserved in activity during the entire year. The construction of railroad materials has been very active in such establishments where this species of labor is carried on. The manufacture of cord trimmings has been affected by the stagnation of work in the cotton spinning mills.

The refining of sugar.—This industry has suffered from the languor of affairs generally. The production has been nearly the same as in 1861, but the refiners have been forced to realize their products at greatly reduced prices.

Breweries and distilleries.—The well marked diminution in the labor of the breweries in 1861 was partially regained in 1862. In the work of the distilleries we remark, on the contrary, a reduction attributable, in the town distilleries, to the influence of the industrial crisis. As to the rural distilleries, the low price of hay has reacted upon their products.

The oil industry.—The crop of oleaginous grains has been an ordinary yield, but affected by some unfavorable circumstances and a season too humid. The importations of foreign grains were inferior to those of the year preceding by two millions of kilogrammes. The price of grains has continued almost constantly too high to permit to the manufacturer a sufficient profit to remunerate his labor; thus many of the manufactories have been unable to maintain themselves in activity. Another circumstance has concurred to enhance yet more the position of this industry; this is the extensive importations of American mineral oil. This oil makes for the pure vegetable oils a competition which the latter cannot sustain—the more so, that the mineral oil is entry free.

Chemical productions—sulphates, salts and crystals of soda, acids, and chlorines.—The continuation of the American crisis, and the putting in force of the treaty of commerce with England, have exercised a most disastrous influence upon the manufacture of chemical productions.

The suspension of work in the glass-houses engaged for exportation and the respite of many establishments for bleaching, dyeing, and dressing, sustained in ordinary times by the tissues of cotton, have rendered disposable immense quantities of products in the greater part of the large manufactories; moreover, an unlimited competition is established, not only among the indigenous products, but especially between them and the English products, which, bonded in bulk before the treaty was put in force, have, from the promulgation of the treaty, overrun the market.

At length, the disappearance of the manufacture of bone-glue has taken away a considerable market for the consumption of chloric acid.

Azure and ultramarine blues.—The manufacture and sale of these articles have not presented any striking difference compared with the preceding year.

White lead.—The manufacture of white lead, on the contrary, has suffered from the general stagnation of affairs. The consumption and exportation were less than in 1861.

Glue.—The manufacture and sale of this article have been made under circumstances more regular than in the previous year. Its productions have found investments in England, and its excellent qualities have caused there a very great demand. The sale for the interior has been fettered by the importation of French glue imported in Belgium, favored by the new tariff, which is very low, inasmuch as the manufacturers of glue claim for Belgium similar rights of entry with France.

Soap, hard and perfumed.—In consequence of the increase of the interior consumption, these industries have had a favorable year.

Chicory.—The crop of this root was bad, and can be estimated but at two-thirds of an ordinary year. The demand for the interior consumption was regular, but at prices always downward and little remuneration.

The export to England is rendered impossible by the prohibitory custom-house duties with which chicory is there burdened.

As to America, the exportation is made under circumstances little favorable by reason of the war, which paralyzes affairs there.

The export to France is always limited.

The preparation of rabbit skins and shearing.—The marked improvement in this industry in 1861 was sustained during the entire year of 1862. The work underwent even a notable increase. The orders for exports were important, and permitted this industry successfully to pass through a crisis in which the greater portion of the other industries had to suffer. The shearing, stationary during the first months of 1862, resumed a certain activity towards the close of the year; and the demands which now exist give assurance of work for this industry for some time.

Horticulture.—The sale was a little better than in 1861, without, however, being active. This industry, which depends exclusively upon exportation, always sensibly respects the rebound of political events.

Stearines.—This manufacture has been actively carried on in the establishments. The sale of its productions has been regularly effected. Nevertheless there has been a very great diminution in the temporary withdrawal of foreign fats and oils from the mart for conversion to wax candles and oleaginous acid. These withdrawals in 1862 amounted to only 116,221 kilogrammes, against 262,000 in 1861.

The nail manufactories have exhibited a little more activity than in 1861. More than half of their productions are destined for exportation.

The starch manufacturers have had a year sufficiently favorable. At Deyuze this industry inclines to take an expansion.

The marble works have been favored by important orders for exportation, principally in the direction of northern Europe.

DANISH DOMINIONS.

ELSINORE—GEO. P. HANSEN, *Consul.*

AUGUST 15, 1863.

* * The tariff passed by the Danish Rigsdag in May last has been approved by the King, and will go into operation on the first day of May, 1864. It contains some changes from the present tariff that may be of considerable importance to the trade of the United States. Among these are the duty on vessels. Vessels, under the present tariff, pay a duty of 10 rix-dollars per commercial last, (about $5 46 per commercial last.) The new tariff is 3 per cent. on the value. Boats, which paid a duty of 20 per cent. on the value, now pay only 3 per cent.

It is the opinion of ship-owners here, that when the new tariff has gone into force, American vessels will find a good market in this country. An American vessel has been bought lately by a gentleman now in this city, who assures me that under the new tariff he would have saved upwards of 2,000 rix-dollars.

Among the articles that will be free, are guano, potash, cotton, fresh, salted and smoked pork and beef. The duty on salted pork, under the present tariff, is 2.12 skilling per pound; beef, 1.06 skilling on salted, and 2.12 skilling per pound on smoked beef.

All kinds of grain and garden produce are free. Flour pays at present 1.27 skilling per pound. Under the new tariff it is free. The duty on cheese has been raised from 4.24 to 5 skillings per pound, whilst the heavy duty on butter, of 2.70 skillings per pound, is taken off altogether, and that article is now free. The duty on tobacco has been raised to, viz: On leaves and stems, from 1.59 to 5 skillings per pound; smoking and chewing tobacco, from 6.01 to 8 skillings. Snuff has been reduced a small trifle, from 8.48 to 8 skillings per pound, and cigars from 33.92 to 32 skillings. Hides, which under the present tariff pay 4.24 skillings per pound, are now free also.

In 1861, there were imported 745,633 toendes* grain of various kinds.

The exports amounted to 3,611,454 toendes.

The average prices were:

Wheat	9	rix-dollars,	72	skillings per toende.
Rye	7	"	72	"
Barley	5	"	60	"
Oats	3	"	84	"
Pork	19	"	per 100 pounds.	
Beef	15	"	per 100 pounds.	

The statistical report of the trade and commerce of Denmark for the year 1862 has not been published as yet. I hope I shall be able to get the same early enough to enable me to report it before the meeting of Congress, when I shall not fail more fully to compare the present with the new tariff, and the marked value of such articles, as I think will be of interest to the trade of the United States.

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* A toende is 3.8270 bushels.

The crop in this country the present year turns out to be a superior one, both in quality and quantity.

SEPTEMBER 23, 1863.

The authorities of Elsinore have given the following notice relating to vessels discharging freight in passing this port:

"The minister of the interior, under date of July 28, has directed that all vessels, steam as well as sailing vessels, which shall, in passing, discharge or load at Elsinore, for the future shall pay ships' dues only of that amount of tonnage that shall be discharged or loaded: *Provided, however*, That in every case duties shall be paid for at least one commercial last."

THE PRICES OF GRAIN.

The prices of grain at Copenhagen, September 12, per toende (3.8270 bushels,) were:

Wheat, per toende	$3 60	to	$4 50
Rye	2 70		3 24
Barley	2 52		3 06
Oats	1 62		2 25
Potatoes	90		1 44
Butter, per pound, (wholesale)	13		19
Tallow rendered, per 16 pounds	1 75		1 80
Tallow raw	1 20		1 35

NOVEMBER 5, 1863.

I have the honor to transmit herewith to you my report of the trade and commerce of Denmark for the year 1862.

No report for the present year has been published as yet.

The principal articles of exportation from this country are agricultural productions, and the exportation of these articles has been considerably less than in 1861.

The direct trade with the United States amounts to almost nothing for the past as well as for the present year. The trade with the United States is carried on principally through the cities of Bremen and Hamburg.

If we take the article of tobacco as an example, we find that of the 8,618,185 pounds imported, only 4,780 pounds came direct from the United States.

This is also the case with rice, cotton, kerosene, lard, &c., a considerable quantity of all which articles is imported into this country.

The crops here the present year, which in the beginning of the summer had all the appearance of being very large, suffered severely during the harvest by the wet weather. The rye was secured in good order, but all other kinds suffered severely; still the crops as a whole may be considered a fair average.

The prices of grain rule at present very low.

Table showing the Copenhagen prices current of agricultural products on the last day of October, 1863.

Wheat	83	cents to	94	cents	per bushel.
Rye	63	"	65	"	"
Barley, 2 rows	55	"	60	"	"
Barley, 6 rows	50	"	54	"	"
Oats	36	"	40	"	"
Linseed oil	108	"	113	"	"
Rapeseed	155	"	162	"	"
Jutland wool	42 cents per pound.				

EXPORTS AND IMPORTS OF DENMARK.

The total of exports and imports for 1862 amounted to 3,124,060,003 pounds, of an official value of 105,047,776 rix-dollars, or 50,724,797 pounds, with a value of 725,403 rix-dollars less than in 1861.

IMPORTATIONS.

The importations amounted to 2,089,171,868 pounds, of the value of 66,387,560 rix-dollars, whilst in 1861 the importations amounted to 2,044,827,774 pounds, at a value of 66,460,888 rix-dollars; also in weight greater by 44,344,094 pounds, but nevertheless in value 73,258 rix-dollars less than in 1861.

The exports, which in 1861 amounted to 1,129,957,026 pounds, at an official valuation of 39,312,361 rix-dollars, amounted in 1862 only to 1,034,888,135 pounds, at an official valuation of 38,660,216 rix-dollars; also in weight, 95,068,891 pounds, and an official valuation of 652,145 rix-dollars less than in 1861.

This trade has been divided between the different divisions of the country as follows:

	Pounds.	Value.
Imports to the kingdom (proper)	1, 302, 862, 416	38, 968, 870 rix-dollars.
Exports	543, 580, 229	17, 722, 484
Total	1, 846,442, 645	56, 691, 263

Of this trade Copenhagen had—

	Pounds.	Value.
Imports	636, 956, 675	25, 480, 606 rix-dollars.
Exports	150, 762, 166	7, 562, 154
Total	786, 718, 841	33, 042, 760

The duchy of Schleswig—

	Pounds.	Value.
Imports	286, 425, 465	9, 804, 794 rix-dollars.
Exports	87, 369, 510	4, 571, 681
Total	373, 794, 975	14, 376, 475

The duchy of Holstein—

	Pounds.	Value.
Imports	493, 607, 999	17, 193, 564 rix-dollars.
Exports	398, 421, 732	16, 153, 904
Total	892, 029, 731	33, 347, 468

The enclave of Lubeck—

	Pounds.	Value.
Imports	6, 275, 988	420, 323 rix-dollars.
Exports	5, 516, 594	212, 147
Total	11, 792, 582	632, 470

Of some of the principal articles of exportation the shipments in 1862 have been considerably over those of the year 1861, viz: 12,000 cattle; 13,000 barrels of butter; 75,500 barrels of rape-seed; 994,000 lbs. wool; 421,000 lbs. oils; 1,047,000 lbs. bread; 7,100 barrels flax-seed.

The reason why the exportation as a whole has been less than in 1861 arises from the great diminution in the export of grain, which

	Barrels.	Value.
In 1861 amounted to	3, 611, 454	16, 111, 512 rix-dollars.
In 1862 it only amounted to	2, 946, 638	12, 132, 324
Showing a decrease of	664, 816	3, 979, 188

On the other hand, the importation of grain has been less in 1862 than in 1861.

In 1861	774, 247 barrels.
In 1862	657, 499
Showing a decrease of	116, 748

Comparative tabular statement of the principal articles exported from Denmark, with their quantities and values in rix-dollars, during the years 1861 *and* 1862.

Description.	1862.		1861.	
	Quantity.	Value in rix-dollars.	Quantity	Value in rix-dollars.
Animal bones ..... pounds..	5, 866, 703	58, 666	6, 887, 503	68, 876
Beans, (horse) ..... barrels..	27, 376	136, 880	55, 567	277, 835
Beef, (salted) ..... pounds..	2, 644, 066	311, 809	2, 685, 726	315, 898
Bread ..... do....	2, 390, 681	143, 412	1, 343, 318	80, 598
Bricks ..... number..	6, 443, 330	52, 829	6, 470, 963	54, 174
Butter ..... barrels..	99, 687	4, 984, 350	86, 726	4, 336, 300
Cheese ..... pounds..	1, 440, 377	144, 038	1, 256, 628	125, 663
Grain ..... barrels..	2, 946, 638	12, 132, 324	3, 611, 454	16, 111, 512
Hogs and pigs	48, 848	486, 095	47, 523	473, 277
Horses	13, 755	1, 031, 625	14, 430	1, 082, 250
Horned cattle	52, 297	3, 137, 820	40, 289	2, 417, 340
Calves	13, 323	213, 168	11, 881	190, 096
Lime ..... barrels..	25, 178	41, 544	18, 420	30, 393
Linseed ..... do....	9, 455	61, 459	2, 354	15, 302
Oil-cake ..... pounds..	16, 931, 094	338, 623	22, 001, 303	440, 028
Oils ..... do....	1, 406, 837	214, 779	985, 612	150, 376
Pork ..... do....	3, 797, 884	455, 748	4, 858, 958	583, 072
Potatoes ..... barrels..	110, 690	110, 691	95, 848	95, 848
Rags ..... pounds..	600, 621	36, 038	957, 744	57, 464
Rape-seed ..... barrels..	253, 226	2, 025, 808	177, 739	1, 421, 912
Sheep, lambs, and goats	46, 709	140, 127	45, 079	135, 237
Skins and hides ..... pounds..	3, 810, 547	1, 198, 067	4, 176, 789	1, 224, 794
Spirits ..... gallons..	219, 359	292, 476	260, 625	347, 500
Wool ..... pounds..	4, 587, 668	753, 835	3, 593, 988	586, 713
Total	.....	28, 502, 241	.....	30, 622, 458

The importations had an official value of	66, 387, 560 rix-dollars.
Exportations	38, 660, 216
	27, 727, 244

This great difference is accounted for in the official valuation of the articles exported, which is considerably less than the actual market price. * * *

From this it will be seen that the great disparity between the value of exportations and importations lies in the official valuation of the exported articles, while the value of the imported articles is taken from the invoice prices.

The whole exportation of grain in 1862 was 664,816 barrels, or 18 per cent. less than in 1861; of this, wheat fell off 51 per cent.; rye 28 per cent.; barley 6 per cent; oats 4 per cent., and buckwheat 4 per cent. The exportation of rapeseed was considerably larger in 1862 than in 1861, an increased exportation of 42 per cent.

IMPORTATIONS.

The importations in 1862 were about 44,000,000 pounds more than in 1861, but with a value of 73,000 rix-dollars less. Less grain also was imported in 1862 than in 1861. The importations of grain for the last five years have been—

	Wheat.	Rye.	Barley.	Oats.	Total.
	Barrels.	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*
In 1858	53,569	105,811	24,916	71,113	255,409
In 1859	70,731	151,532	10,528	52,806	285,597
In 1860	81,768	352,894	16,219	48,589	499,470
In 1861	100,180	598,045	16,570	30,838	745,633
In 1862	104,383	460,130	14,244	50,854	629,611

The transit trade or exportation of foreign articles has been better than in 1861, although the importation of a few articles has been less. Of coffee, 1,600,000 pounds less were imported than in 1861, but the exportations were nevértheless 2,000,000 more. Of rice, there were imported 1,600,000 pounds less, but the exportations were 300,000 pounds more. And of wool, the importations were 140,000 pounds less, but the exportation 1,000,000 pounds more than in 1861.

Comparative tabular statement showing the quantities of articles of consumption imported into the kingdom af Denmark during the years 1858, 1859, 1860, 1861, and 1862.

Description.	Quantities in pounds weight.				
	1858.	1859.	1860.	1861.	1862.
Cotton goods.....lbs.	2,144,287	2,502,955	2,697,066	2,461,420	2,002,120
Cotton yarn.....lbs.	3,226,112	4,556,109	5,588,824	5,226,383	3,207,508
Linen goods.....lbs.	1,552,774	1,969,109	2,338,293	2,441,487	2,485,637
Linen yarn.....lbs.	565,978	607,279	733,473	689,435	874,922
Silk and silk goods lbs.	90,278	107,559	96,478	107,245	112,078
Woollen goods....lbs.	1,205,337	1,557,288	1,592.814	1,847,349	1,810,499
Wool.....lbs.	1,026,354	950,574	1,031,881	1,267,917	1,129,920
Coffee.....lbs.	15,988,436	17,506,218	18,675,167	21,503,983	19,871,347
Rice.....lbs.	8,524,062	9,741,555	10,222,318	12,370,185	10,754,249
Sugar, sirup, and molasses.....lbs.	46,740,773	55,133,126	50,599,903	51,734,087	62,457,839
Tea..... lbs.	530,615	587,705	829,032	835,378	848,074
Woollen yarn.....lbs.	222,629	256,450	294,579	270,908	292,328

Comparative tabular statement showing the quantities of articles of consumption exported from the kingdom of Denmark during the years 1858, 1859, 1860, 1861, and 1862.

Description.	Quantities in pounds weight.				
	1858.	1859.	1860.	1861.	1862.
Cotton goods.....lbs	31,786	36,912	69,791	76,208	57,018
Cotton yarn.....lbs.	30,426	47,727	88,883	56,821	47,996
Linen goods.....lbs.	267,521	282,659	321,573	290,480	338,670
Linen yarn.....lbs.	3,252	2,032	2,768	3,299	2,963
Silk and silk goods lbs.	1,190	586	855	652	1,343
Woollen goods ...lbs.	117,228	112,118	131,369	144,769	109,428
Woollen yarn.....lbs.	251	761	11,554	11,944	864
Wool.....lbs.	3,546,745	2,646,104	3,674,367	3,593,988	4,587,668
Coffee..... lbs.	3,149,316	4,020,853	4,635,897	3,607,261	5,608,617
Sugar and sirup ..lbs.	5,858,982	3,648,221	3,704,696	5,694,499	8,517,487
Rice.....lbs.	2,233,680	2,391,078	3,004,946	2,201,508	2,539,092
Tea.....lbs.	139,553	115,255	70,988	400,985	134,966

Comparative tabular statement of the value in rix-dollars of the import and export trade of Denmark with foreign countries, her colonies, and with Lubeck and Hamburg, for the year 1862.

Countries.	IMPORTS.	EXPORTS.
	Value.	Value.
Hamburg	24,097,551	11,797,489
England	12,012,739	10,047,014
Altoona and Waudsbeck	3,652,220	3,502,438
Sweden	3,191,983	3,208,849
Norway	2,188,787	3,149,578
Prussia	3,476,593	1,005,683
Lubeck	2,004,788	1,195,223
Russia	2,687,892	189,661
Danish West India islands	2,585,987	274,025
Holland	1,001,893	1,620,580
Foreign West India islands	2,155,380	7,591
South America	1,867,961	31,193
Bremen	1,495,166	73,446
Iceland	494,000	635,749
Hanover	354,626	355,892
East India, China, and the Pacific	604,937	62,483
Greenland	522,358	106,605
France	413,955	93,566
Belgium	280,195	215,581
Mecklenburg	108,167	326,513
Faroe islands	238,035	94,165
Mediterranean and Black sea	199,471	4,759
Spain	194,229	4,594
Portugal and Madeira	88,918	98,493
Lunenburg	53,252	72,048
Danish fisheries	89,349	16,308
North America	11,821	2,069
Africa	6,950	1,214
Other countries	308,357	467,407
Total	66,387,560	38,660,216

The statistical tables do not give the direct trade with the United States, but with North America, and the value of the importations from there is only 11,821 rix-dollars, and the export is only 2,063 rix-dollars. Of the 8,388,908 pounds of tobacco imported, only 4,780 pounds came direct from the United States.

NAVIGATION.

The number of vessels entered and cleared in the year 1862 (exclusive of steamboats and vessels passing) were 130,823, with a tonnage of 1,566,674½ commercial lasts, or 3,417 vessels more than in 1861, with a tonnage of 3,851 commercial lasts, but which carried 10,503¼ commercial lasts less than in 1861. The reason given for this is the great decrease in the exportation of grain, and the increase of steamboats carrying freights.

In the coasting trade there were engaged 2,121 more vessels than in 1861, being 82,431 against 80,310; and in the foreign trade 1,296 vessels more (48,392 against 47,096)—departures and arrivals.

The tonnage of the vessels in the coasting trade in 1862 was 706,274 commercial lasts, against 709,227 commercial lasts in 1861; that in the foreign trade 860,503 commercial lasts in 1862, against 853,696 commercial lasts in 1861.

Of the 82,431 vessels engaged in the coasting trade in 1862, 81,862 (99.3 per cent.) were Danish. Of the 48,392 vessels in the foreign trade, 30,342 (62.7 per cent.) were Danish.

Tabular statement of the total number of arrivals at and departures from the ports of Denmark of foreign vessels for the year 1862, *exclusive of steamers.*

	Coasting trade.		Foreign trade.	
	No.	Com'l lasts.	No.	Com'l lasts.
Entered	303	6,181¼	9,103	219,479
Cleared	266	5,143¾	8,947	220,150¼

Of these, there entered and cleared only two American vessels.

The number of arrivals and departures of steamers, and the amount of freight carried by them, has been on a steady increase for the last ten years, as will be seen by the following statement of arrivals and departures of steamers:

Years.	No.	Tonnage in com'l lasts.
1853	3,867	44,416
1862	13,384	125,831

Of these, 2,683 were engaged in the coasting trade in 1853, and in 1862 9,975. In the foreign trade in 1853, 1,184 against 3,409 in 1862.

The commercial navy of Denmark in 1862 consisted of 5,727 vessels, with a tonnage of 124,157¾ commercial lasts—an increase of forty-eight vessels, with a tonnage of 1,100¾ commercial lasts. Of these, 3,742 vessels with a tonnage under 15 commercial lasts; 1,262 vessels with a tonnage between 15 and 50 commercial lasts; 723 vessels with a tonnage over 50 commercial lasts.

Of these, Copenhagen had 326 vessels, of which 160 were over 50 commercial lasts; 94 had a tonnage of from 15 to 50 commercial lasts; and less than one-fourth (72) were under 15 commercial lasts.

THE HARBOR OF ELSINORE.

The improvements of the harbor, which were commenced some years since, have been completed; by the finishing of the patent slip or railway dock, a few weeks since, vessels of 1,000 tons burden can with facility be taken upon the same. It will be of great benefit to vessels standing in need of repairs, and its great utility has already been tested.

ALTONA—W. MARSH, *Consul.*

FEBRUARY 12, 1863.

The accompanying are the only statistics of trade at this port I shall be able to make, as it is the only record kept and published relating to shipping, and, therefore, comprises only the entries with the amount of cargoes, without setting forth what their cargoes consist of or their value.

The total number of vessels which entered the port of Altona during the year 1862 was 1,457, of a burden of 59,544¾ commercial lasts, equivalent to 163,747 tons. Deducting from these figures 342 vessels, belonging to the duchies of Holstein and Schleswig, and 68 vessels from Denmark, of a burden of 4,339 commercial lasts, equivalent to 11,932 tons, it leaves the number of foreign ships 1,047, the total burden of which would be 55,205 commercial lasts, or 151,815 tons.

Altona is a free port of entry, the only impost on shipping being that of port charges; otherwise, goods and foreign products of all kinds are stored here without paying any duty. Hence the merchants of Altona are in a position to compete with their neighbors in Hamburg, with whom an extensive business is done. Rents are much cheaper in Altona than Hamburg, the difference being one-half in favor of Altona. This is a considerable item, and the result is some hundreds of Hamburg merchants reside in and around Altona. The trade and commerce of this place are considerably on the increase. There are four shipyards here in full employ, two of them wholly engaged on new ships, the others confined mostly to repairs. There are also several large flouring mills, breweries, iron foundries; also cake mills, furniture shops, and large dyeing establishments, with an infinite number of cigar manufactories, and several piano and cordial manufactories. The latter have done a considerable business with the southern States, but at this time can do nothing on account of the blockade. The authorities of Holstein are cleansing, enlarging, and generally improving the port of Gluckstadt, also, with a view to make it accommodate large ships and steamers during the winter months, when the river above is full of ice or frozen over. These improvements give new importance to Gluckstadt.

Statement showing the number of vessels entered the port of Altona during the year 1862.

Where from.	Number of vessels.	Lasts.
Duchies of Denmark	342	3,634½
England	306	25,064
Nether Elbe	131	2,495¾
Hamburg	115	3,238
Norway	72	2,823½
Denmark	68	694½
Hanoverian coast	63	577
Brazil	62	7,015½
West Indies	60	5,924
Bremen	56	891½
Harburg, (Hanover)	49	1,329¾
Holland	37	678½
Helgoland	36	395
Prussia	22	342¾
West coast of America*	9	1,463
Italy	6	607
West coast of Africa	5	508
East coast of Africa	3	256½
Bengal	5	1,045
Iceland	3	88½
Greenland	1	81
St. John's	1	49
Belgium	1	61½
Russia	1	28½
Spain	1	53
East Indies	1	180
Sweden	1	19½
Total	1,457	59,544¾

There are small craft, as follows: 433 fishing smacks, of 2,737½ lasts burden; 54 turf boats, 709¾ lasts burden; 3,005 small river crafts, 19,044 lasts from the Upper Elbe; 767 small river craft, 9,036½ lasts owned by Hamburg and Harburg. The Danish commercial last is $2\frac{74}{100}$ tons America.

OCTOBER 26, 1863.

The trade between this port and the United States direct is small, but *via* Hamburg considerable.

The exports for the current year to New York and San Francisco will amount to over a million marks banco. * * * For the year 1862 only two American ships visited Altona. Both were laden with rice from Akyab. The following tables are the only ones published at this port relative to commercial statistics. Fifteen hundred and nineteen ships of all nations entered and cleared from this port, of a measurement of 67,999 commercial lasts.†

A large business is done by Altona merchants and manufacturers with the United States, the carrying of which is mainly monopolized by the Hamburg and American Steamship Company. The nearness of Altona to Hamburg operates to the disadvantage of this consulate.

The city of Altona continues to improve very fast; two hundred houses have been built since the month of June, 1862, and the population is now fifty thousand. Trade, manufactures, and commerce generally are on the increase.

*Two of these are from the United States. One of them was in port when I made out my December report.

†A commercial last is 200 pounds Danish.

If a war should break out between the German states and Denmark, (which at present is likely,) this, as well as the port of Hamburg, will be immediately blockaded, and all commerce westward cease. The blockading fleet would occupy the mouth of the Elb, near Cuxhaven, and stop all communication with Hamburg and Altona.

Tabular statement, showing the foreign and Danish vessels arrived at the port of Altona, with their measurement in "commerz lasts," for the year ended December 31, 1862.

Nationality.	With cargo.		In ballast.		Total.	
	No.	Lasts.	No.	Lasts.	No.	Lasts.
Faroe Islands	3	88	.....	.....	3	88
Russia	1	20	.....	.....	1	20
Norway	72	2,942	.....	.....	72	2,942
Sweden	1	19	.....	.....	1	19
Denmark	67	682	2	24	69	706
Schleswig	207	2,385	30	287	237	2,672
Holstein	83	765	25	237	108	1,002
Prussia	22	343	.....	.....	22	343
Heligoland	32	361	4	33	36	394
Lower Elbe	22	663	273	6,429	295	7,092
Bremen	56	681	3	251	59	932
Oldenburg	32	185	1	8	33	193
Austria	84	1,087	.....	.....	84	1,087
Great Britain	71	4,019	1	119	72	4,138
Do. colliers' coal	233	20,845	.....	.....	233	20,845
Netherlands	36	665	.....	.....	36	665
Belgium	.....	.....	1	62	1	62
France	1	88	.....	.....	1	88
Spain	1	53	.....	.....	1	53
Naples	1	77	.....	.....	1	77
Sicily	4	393	.....	.....	4	393
British India	6	1,135	.....	.....	6	1,135
Zanzibar	3	256	.....	.....	3	256
Lagos (Africa)	4	419	.....	.....	4	419
Monrovia (Africa)	1	89	.....	.....	1	89
Brazil	47	3,380	.....	.....	47	3,380
Venezuela	16	1,240	.....	.....	16	1,240
Porto Rico	9	961	.....	.....	9	961
Hayti	16	1,569	.....	.....	16	1,569
Cuba	6	797	.....	.....	6	797
Mexico	12	1,196	.....	.....	12	1,196
United States	2	1,159	.....	.....	2	1,159
British America	1	49	.....	.....	1	49
Greenland	1	81	.....	.....	1	81
Total	1,153	48,692	340	7,450	1,493	56,142

DECEMBER 26, 1863.

The enclosed report of the commerce of Gluckstadt is furnished by Mr. Schenck, my consular agent at that port. It is carefully copied from the Danish government reports, and I believe it to be a reliable document, and of sufficient value to form a chapter in our annual commercial report.

Tabular statement showing the imports of Gluckstadt from over sea, for the year 1862, *in commercial lasts.*

	Commercial lasts.
Coals	27, 158, 730
Sugar, not refined	13, 936, 789
Iron bars	235, 000
Iron sheets and plates	75, 000
Iron sheets and plates	279, 703
Cement, 338 casks	135, 200
Chickory root, dried	121, 958
Bark for tanning	78, 600
Wine, 3,161 quarter casks	56, 898
Spirits	16, 960
Flag-stones, 1,374	27, 480
Seal oil	23, 280
Sealskins	6, 538
Hides, (salted)	15, 103
Wheat, 269 sacks	53, 800
Pigs, 2	300
Total amount of commercial lasts	42, 221, 339

Tabular statement showing in commercial lasts the coastwise imports of Gluckstadt, for the year 1862.

	Commercial lasts.
Potash	54, 657
Coffee	108, 718
Chickory root, (dried)	129, 755
Hemp oil	43, 000
Palm oil	10, 100
Cocus oil	8, 070
Rice	41, 519
Tobacco	25, 135
Molasses	73, 073
Total of goods imported coastwise	494, 027
Total of foreign and coastwise	42, 715, 366

Tabular statement showing in commercial lasts the exports of Gluckstadt, for the year 1862.

	Commercial lasts.
Sugar, refined	170, 939
Molasses	932, 440
Oil cake	998, 880
Rapeseed, 6,378 sacks, averaging 200 pounds to the sack	.....
Wheat, 1,240 " " "	.....
Buckwheat, 330 " " "	.....
Oats, 180 " " "	.....
Beans, 50 " " "	1, 635, 600
Butter, 25 casks	2, 300
Beef, (smoked)	200
Iron (bars)	3, 200
Sum total of goods exported	3, 743, 551

	Commercial lasts.
Quantity of goods in transit	4, 049, 208
Quantity of goods forwarded on the railroad to and from ..... and five horses.	12, 624, 463
The increase of inward-bound shipping in 1862 over 1861.....	6, 630¾
The increase in outward-bound, (caused chiefly by the increased imports of sugar and coal)	5, 554½

Comparative tabular statement showing the arrivals and departures, together with the number, tonnage, and amount of cargoes, of all vessels, both sailing and steamers, engaged in the foreign and domestic commerce of the port of Gluckstadt, for the years 1862, 1861, *and* 1860.

Description.	Arrivals.			Departures.		
	No.	Tonnage.	Cargoes.	No.	Tonnage.	Cargoes.
1862.		*Commercial lasts.*			*Commercial lasts.*	
Sailing vessels in the inland trade	527	2, 596¾	1, 394	548	2, 788¾	743¼
Sailing vessels in the foreign trade coastwise	1, 331	7, 179	4, 022¼	1, 247	7, 095¼	1, 898¼
Steamers in the foreign trade coastwise	7	584	243¼	9	1, 103¼	19
Sailing vessels in the foreign trade seaward	86	6, 908¼	6, 560	87	6, 977¾	714
Steamers in the foreign trade seaward	16	2, 974¼	710¼	11	1, 654	746
Total of sailing vessels and steamers	1, 967	20, 242¼	12, 930	1, 902	19, 619¼	4, 121
Total of sailing vessels only	1, 944	16, 684	11, 976¼	1, 882	16, 861¾	3, 356
Total of steamers only	23	3, 558¼	953¾	20	2, 757¼	765
1861.						
Sailing vessels in the inland trade	460	2, 603	1, 278¾	425	2, 350¾	525¾
Sailing vessels in the foreign trade coastwise	1, 199	6, 154	3, 647¼	1, 271	7, 186¼	1, 740
Sailing vessels in the foreign trade seaward	82	3, 935¼	3, 641¼	58	2, 863¼	429¼
Steamers in the foreign trade seaward	6	919¼	798	11	1, 664	1, 129
Total of sailing vessels and steamers	1, 747	13, 611¾	9, 365¼	1, 765	14, 064¼	3, 817
Total of sailing vessels only	1, 741	12, 692¼	8, 567¼	1, 754	12, 400¼	2, 688
Total of steamers only	6	919	798	11	1, 664	1, 129
1860.						
Sailing vessels in the inland trade	448	2, 511¾	1, 165	455	2, 828	1, 216
Sailing vessels in the foreign trade coastwise	1, 166	6, 110¼	3, 321¼	1, 183	6, 645¾	1, 644
Sailing vessels in the foreign trade seaward	45	2, 608¼	2, 551¼	36	2, 152¾	172
Steamers in the foreign trade coastwise	.....	.....	.....	3	199¼	3
Steamers in the foreign trade seaward	3	359	18¼	3	173	207
Total of sailing vessels and steamers	1, 662	11, 589¾	7, 056¼	1, 680	11, 998¼	3, 242
Total of steamers only	3	359	18¼	6	372¼	210
Total of sailing vessels only	1, 659	11, 230¾	7, 037¾	1, 674	11, 626	3, 032
Total of 1862	1, 967	20, 242¼	12, 930	1, 902	19, 619¼	4, 121
Total of 1861	1, 747	13, 611¾	9, 365¼	1, 765	14, 064¼	3, 817
Total of 1860	1, 662	11, 589¾	7, 056¼	1, 680	11, 998¼	3, 242

Tubular statement showing the arrivals and departures, together with the number, tonnage, (expressed in commercial lasts of 4,000 *pounds,) nationality, and amount of cargoes of all vessels, both sailing and steamers, engaged in the domestic, coastwise and foreign trade beyond sea, of the port of Gluckstadt, for the year* 1862, *distinguishing the countries to and from which they sailed.*

Description.	Arrivals of sailing vessels.			Departures of sailing vessels.			Arrivals of steamers.			Departures of steamers.		
	No.	Tonnage.	Cargoes.	No.	Tonnage.	Cargoes.	No.	Tonnage.	Cargoes.	No.	Tonnage.	Cargoes.
Inland trade.		*Commercial lasts.*			*Commercial lasts.*			*Commercial lasts.*			*Commercial lasts.*	
In Danish ships	497	2,331	1,359	533	2,616¾	670½						
In Hamburg ships	15	156		11	156½	61½						
In Hanoverian ships	4	84	35	4	15	11½						
In British, (viz. Heligoland)	11	25½										
Total inland trade	527	2,596½	1,394	548	2,788½	743½						
Foreign trade coastwise.												
To Altona	399	2,261¾	734	353	1,989½	1,153	1	116	73			
To Hamburg	31	1,227½	474½	74	1,153½	364½	5	408	170½	7	1,055½	2
To other Elbe ports and Heligoland	901	3,689¾	2,814	820	3,952¾	381½	1	60		2	48	17
Total foreign and coastwise trade	1,331	7,179	4,022½	1,247	7,095½	1,898½	7	584	243½	9	1,103½	19
Of the above, in Danish vessels	1,030	5,199½	3,368½	1,023	5,109	1,479½						
Do.....in Hamburg ships	31	831¾	516½	34	913½	204½	2	48		5	489	17
Do.....in Hanoverian ships	265	596½	115½	169	625½	192						
Do.....in Dutch ships	1	22½		8	217½	22½	4	377½	173½			
Do.....in British ships	3	507		12	27½		1	158½	70	4	614½	2
Do.....in Prussian ships	1	22	22									
Do.....in Spanish ships				1	202½							
Total as above	1,331	7,179	4,022½	1,247	7,095½	1,898½	7	584	143½	9	1,103½	19
Foreign trade seaward.												
To Belgium				1	24	24	1	111½				
To Bremen	8	106¾	76¾	2	14¾	2						
To England	55	4,327½	4,327½	63	6,107½	371½	14	2,412	600½	6	825½	305½
To France	1	115½	10½									
To Holland	5	128	102½	3	192	11				4	377½	203½
To Prussia	6	103	72¾	9	198¾	198¾						
To Hanover				1	18½							
To Lubec				2	25	15						
To Mecklenburg				2	30½	18½						

To Oldenburg				1	5⅝	3						
To Sweden				1	23	23						
To the West India islands	4	1,000	1,000									
To the United States				1	292½	2	1	451	110	1	451	237
To South America	6	993	835½	1	46	46						
To the East Indies	1	134½	134½									
	86	6,908½	6,560	87	6,977½	714	16	2,974½	710½	11	1,654	746
Of the above, in Danish vessels	16	425½	379½	20	574½	244⅝						
Do.....in Hamburg vessels	4	337½	180	4	158½	87½	5	1,328½	235	2	562½	285½
Do.....in Hanoverian vessels	12	373⅝	359⅝	12	362⅝	198						
Do.....in Dutch vessels	10	397½	372	2	171					4	377½	203⅝
Do.....in British vessels	38	4,124	4,124	41	4,534½	159⅝	11	1,646	475½	5	714	257
Do.....in American vessels	1	370½	370½	1	370½							
Do.....in Norwegian vessels	2	427	427	1	292½	2						
Do.....in Oldenburg vessels				1	18½							
Do.....in Prussian vessels				3	226	22						
Do.....in Swedish vessels	1	134½	134½	2	269							
Do.....in Spanish vessels	1	202½	202½									
Do.....in Russian vessels	1	115½	10½									
Total as above	86	6,908½	6,560	87	6,977½	714	16	2,974½	710½	11	1,654	746

St. Croix—E. H. Perkins, *Consul.*

June 30, 1863.

I enclose two copies of the "Law concerning Trade and Navigation," and the rates of duties for this island, marked "A," and two copies of a royal ordinance, marked "B," by which the protection heretofore granted to "all productions of the mother country, and all goods on which duties have been paid in Denmark, imported into this island in Danish vessels, from a Danish port not a free port," has been so modified that, from the first of April last, all such imports pay half duty; and from the first day of April, 1864, all protection is removed and full duty paid; and by which, also, goods heretofore paying half duty pay full duty, from the first of April last.

The export duties on sugar, rum, and molasses were changed a few months before my arrival here, placing foreign vessels on the same footing as Danish. By the new law all exports of sugar are 5 pèr cent., and all exports of rum and molasses are 3 per cent. ad valorem, just half the former rates paid by foreign vessels or by Danish vessels to a foreign place. These changes, which place foreign commerce on the same footing with Danish, will affect very favorably the interests of American citizens engaged in the trade of this island.

The other alterations have been made in this tariff since it was published in 1850.

A.

Law concerning trade and navigation for St. Croix.

[Translation.]

We, Frederik the Seventh, by the grace of God, King of Denmark, the Vandals and the Goths, duke of Sleswick, Holsteen, Stormarn, Ditmarsh, Lauenborg, and Oldenburg, make known the diet has passed, and we, by our royal assent, sanctioned the following law:

A.—Navigation.

§ 1. All vessels, native or foreign, both from native and foreign ports, may trade to St. Croix, and there discharge and load at the two ports of entry—Christiansted and Frederiksted.

* * * * * * * *

§ 3. Every vessel is to pay tonnage dues according to its tonnage, both on entering and on leaving, at the following rate:

If the vessel discharge or load to the amount of one-half its tonnage and above, per commercial last..... 30 cents.

If it discharge or load from one-quarter to one-half of its tonnage, per commercial last..... 20 cents.

If it discharge or load less than one-quarter of its tonnage, per commercial last..... 10 cents.

All vessels not discharging or loading are exempt from tonnage dues, as well as vessels belonging to the Danish West India islands, when trading between St. Croix and the two other islands.

If tonnage dues are paid at one of the custom-houses of this island, or at St. Thomas, additional tonnage dues are to be paid only in case the vessel should again discharge or load, during the same voyage, goods to such an amount that, together with the previous amount discharged or loaded, it shall reach a quantity on which a higher tonnage due is fixed.

At Christiansted, vessels are further to pay one-half the amount of tonnage

dues, at the above rate, for keeping the harbor, with wharves and other appurtenances, in repairs.

B.—IMPORTS.

§ 4. All goods, without exception, may be imported as well from Danish as foreign ports. Fire-arms and ammunition can only be landed on special permission from the governor general, and subject to such control as he may deem proper.

§ 5. Within twenty-four hours after the vessel has been brought to an anchor the whole cargo, whether intended to be discharged or not, shall be entered at the custom-house, specified in writing. If the whole cargo is not to be discharged, the remainder shall, on the vessel's clearing out, be entered for export in the same manner.

§ 6. On imports the following duties and exemptions are fixed:

I. In general:

a. Free of duty are sugar, rum and molasses puncheons, staves, headings, hoops, agricultural implements, all implements used for the manufacture of sugar, the distilling of rum, and for cane mills, mill timber, fire-bricks and fire-stone, machinery and parts thereof, fresh fish and turtles, greens and vegetables, coals, mules and asses, manure, printed books and papers, and used furniture, when imported as the property of a person going to reside in the island.

b. A fixed duty to be paid on—

Flour of wheat, per 100 pounds	60 cents.
Flour of rye, barley, oats, maize, and all other kinds of flour, per 100 pounds	25 cents.
Bread of wheat, per 100 pounds	75 cents.
Bread of other corn, per 100 pounds	35 cents.
Peas, dried, of any kind, per barrel	25 cents.
Beans, likewise, per barrel	25 cents.
Beef tongues, hams, sausages, pickled, smoked, or dried, per 100 pounds	$1 25
Pork, pickled or smoked, per 100 pounds	80 cents.
Fish, dried or salted, per 100 pounds	25 cents.
Fish, pickled or smoked, per 100 pounds	40 cents.
Butter, per 100 pounds	$1 50
Cheese, per 100 pounds	$1 50
Lard, per 100 pounds	40 cents.

c. Five per cent. duty to be paid on iron, steel, lead, copper, zinc in bars, rolls, or plates, sheet-iron, spelter, rope, tar, pitch, rosin, chalk, lime, temperlime, cement, gypsum, bricks and tiles, flag-stones, earthen pipes, lumber of every kind, except those mentioned in sub-letter *a*, nails, screws, spikes, tools of every description, ships' anchors and chains, blocks, mule harness, raw leather, wooden yokes, live cattle, except mules and asses, which are free of duty, and horses, which are to pay a higher duty, oats, Indian corn, bran, hay, charcoal, salt, tallow, cart wheels, axles and boxes for carts and sugar wagons, canvas for sails.

d. Twelve and one-half per cent. duty to be paid on all other goods, of whatever name, origin, and description, which are not enumerated in sub-letters *a*, *b*, and *c*.

II. Exceptions:

a. Free of duty are all productions of the mother country and all goods on which duties have been paid in Denmark imported into this island in Danish vessels from a Danish port not a free port. Such goods shall be accompanied

with a clearance, proving they are of Danish product or manufacture, or that duties have been paid on them in Denmark.

b. One-half of the duty above mentioned to be paid on all foreign goods on which duties have not been paid imported in Danish vessels, provided such goods are shipped from a Danish port not a free port and accompanied with a clearance. The transit duty proved to have been paid at such port on the goods will be deducted in the half-duty.

c. Deduction of duty will be made on all goods on which duties have been paid at St. Thomas, which duty will be here deducted, provided such goods be accompanied with a clearance from the custom-house at St. Thomas, showing the duty there paid, and this clearance be produced within fourteen days from its date.

III. With respect to the importation of cards, the directions given in the enactment of the 9th of February, 1849, remain in force, with the only difference that the duties are to be paid in conformity with § 6, I *d*, and II *a*, *b*, and *c* of this law, instead of in conformity with the ordinance of the 6th of June, 1833, § 5, *a*, *c*, *d*, and *e*.

C.—Exports.

§ 7. All goods, without exception, may be exported at the two ports of entry.

§ 8. On the produce of this island being exported the following duties are to be paid:*

1. Sugar:

A.	In Danish vessels to a Danish port not a free port	5 per cent.
	To a foreign place	10 per cent.
B.	In foreign vessels, in all cases	10 per cent.

2. Rum and molasses:

A.	In Danish vessels to a Danish port not a free port	3 per cent.
	To a foreign place	6 per cent.
B.	In foreign vessels, in all cases	6 per cent.

§ 9. On sugar, rum, and molasses imported into this island from St. Thomas or St. John's, when exported from here, will be deducted the duty which the clearance from either of said islands shows to have been paid there.

§ 10. All other goods, whether the produce of this island or imported, may be exported free of duty. On coffee, tobacco, and on the articles specified in § 6, I *b*, will be given a drawback of the import duty proved to have been paid, provided the drawback on the goods exported by one clearance amounts to at least $10.

* * * * * * * *

E.—Common rules.

§ 12. The duty stated in the preceding sections includes all that is to be paid to the custom-house on imports or exports of goods. All other hitherto existing charges, viz., weighmoney and ten per cent. fees on the duty, are hereby abolished.

§ 13. All persons, natives or foreigners, owning, despatching or possessing goods to be imported or exported, are at liberty to enter them and make out the manifest themselves.

If required, a verbal entry at the custom-house shall be sufficient, and the collector of customs shall be bound, without remuneration, to make out the manifest in due form for the signature of the concerned.

§ 14. The custom-house offices shall be open for transaction of business every

* According to law of 16th April, 1862, § 3, *all* exports of sugar, 5 per cent.; of rum and molasses 3 per cent.

day, except Sundays and festival days of the church, from 7 o'clock a. m. to 3 o'clock p. m.; but discharging and loading can be carried on at all times of the day from 6 o'clock morning to 6 o'clock evening.

Before any loading or unloading can take place, special notice shall be given in writing, the same day or the day previous, to the inspector of customs, of what goods are to be landed or taken on board that day, whereon the inspector shall attest that such notification has been made. This certificate shall be given, on the notification and clearance being produced, at any time between 6 o'clock in the morning and 6 o'clock in the evening.

§ 15. Loading or unloading taking place without a certificate from the inspector of customs, or at other hours than specified in the preceding paragraph, is illegal, and punished with the confiscation of the goods in question, or of their value, if they are not brought forward.

§ 16. This ordinance is in force from the day of its publication, and from the same day all prior ordinances regarding trade and navigation at St. Croix not in conformity herewith are hereby repealed.

Given at our castle, Frederiksborg, the 30th of June, 1850, under our royal hand and seal.

FREDERIK R.

B.

We, Frederik the Seventh, by the grace of God King of Denmark, the Vandals, and the Goths, Duke of Schleswig, Holstein, Stormarn, Ditmarsh, Lauenborg, and Oldenborg, make known:

On the report of our minister of finances, who has laid before us the most submissive report of the colonial council for our West India possessions on a draught of an ordinance for altering certain taxes and imposts in the island of St. Croix, we most graciously decree:

§ 1. The protection granted to the trade from the mother country to St. Croix by § 6, II *a*, of the law of 30th June, 1850, relating to trade and navigation in St. Croix, shall be modified for the period from the 1st of April, 1863, to the 31st of March, 1864, in such a manner that all the produce of the mother country, and all goods on which duty has there been paid, when brought to the island in Danish vessels, or in foreign vessels enjoying the same privileges as these, after having been loaded in a customable port of the mother country, and accompanied with clearance from there, proving the national origin of the goods, or that duty has been paid upon them, shall enter on paying half duty; and from the 1st of April, 1864, the said protection shall cease entirely, so that from that date full duty shall be paid.

The enactment in § 6, II *b*, of the same law, shall be repealed from the 1st of April, 1863, in such a manner, however, that the transit duty, proved to have been paid in the mother country on the goods treated of therein, shall be refunded on their importation to St. Croix. * * * * * *

To which all concerned have to conform.

Given at Fredensborg, the 29th of December, 1862, under our royal hand and seal.

[L. S.] FREDERIK R.

R.

SWEDEN.

STOCKHOLM—B. F. TEFFT, *Consul.*

SEPTEMBER 30, 1863.

* Having devoted some time to the study of the statistics of Sweden, I have the honor herewith to transmit a general statistical survey of the country.

I. TOPOGRAPHY OF THE COUNTRY.

The area of Sweden, including land and water, is 3,865½ square miles Swedish, which is six and two-thirds English. Of this area 3,492 square miles Swedish is land, and 373½ square miles water.

Lakes.—The number of navigable large lakes is twenty-five; of navigable small lakes the number is forty; and to these must be added two hundred and twelve more, not navigable in the ordinary sense of the term, but which are navigated by very small steamers, such as are common here, and nowhere else, I believe; of from two to ten horse power. There are also two hundred and five very small lakes, which are navigable only for yachts, skiffs, and scows.

Rivers.—Of navigable rivers there are forty-one, of which twenty are navigable for large vessels, and twenty-one for sloops and steamers of a moderate size, while there are about fifty more on which the smallest steamers, such as those before mentioned, ply with small packages and passengers.

Islands.—Sweden is a country of islands, the bays of the Baltic and all the rivers being full of them. There are twenty-two large islands marked and named on the map of Sweden, and several thousand more whose names are known only to those living on or near them.

Water-falls.—This country is also remarkable for the number and great dynamic power of its water-falls, of which there are twenty-five very remarkable, and several hundred suitable for mills and manufactories.

II. THE CLIMATE.

Sweden lies between latitude 55° 25′ and 69° 3′ N. and longitude 10° 50′ and 24° 49′ E. of Greenwich, the average of latitude being 2° 14′ higher than the southern coast of Greenland, and about 14° higher than the average northern boundary of the United States.

Gulf Stream.—It is separated from the direct influence of the Gulf Stream, first, by the interposition of the British islands, and secondly, by the whole length and breadth of Norway. So far as that wonderful provision for tempering the high latitudes of northern Europe is concerned, Sweden is nearly abandoned to the natural and direct force of latitude alone.

Seasons.—The average time, therefore, of the closing of the Swedish lakes and rivers, in the middle of the country, is the 15th of December, and the average date of their opening is the 20th of April. The average length of the agricultural season, or the time between frosts, for middle Sweden, is about five months and twenty days, while the length of the season north of Stockholm, covering one of the most productive portions of the country, is only about four months and 15 days.

III. VALUATION OF PROPERTY.

The real property of Sweden by the returns of 1860 is set down at about $476,367,264 for the country districts, and for the cities at about $85,400,000; thus giving an aggregate of real property for the whole country $561,767,264.

* This very able report has been necessarily abridged.

The personal property of Sweden has never been fully and satisfactorily returned to government, but is estimated to amount to one-quarter of the valuation of real property.

IV. OUTSIDE ACCOUNT.

There is but a trifle at any time due to Sweden from foreign countries.

The national debt.—The national debt of Sweden on the 30th of June, 1863, was about $10,390,000.

Other debts.—The outside debt of all the Swedish associations of every kind, at the same date, was about $30,600,000, a heavy sum for Sweden.

V. POPULATION.

The population of Sweden is made up of Swedes, Laps, Fins, and foreigners, and is thus divided. Foreigners, 2,000; Fins, 10,000; Laps, 5,685; Swedes, 3,982,355. Total, 3,990,040.

Of males there are	1,944,399
Of females	2,055,365
Excess of females	110,966

The annual increase from 1856 to 1860, 6 per cent. The total increase for the same period being 218,717.

VI. SANITARY CONCLUSIONS.

The climate of Sweden, though severe, is dry and bracing, and does not tend to the development of consumption, that scourge of northern latitudes. Its tendency is rather to inflammatory diseases.

It is a singular fact, in the relations between health and climate, that the maladies of southern latitudes, usually attributed to excessive heat, are indigenous also to this land of frost; for here in Stockholm, as well as in other considerable towns of Sweden, the Asiatic cholera, so called, and the Syrian leprosy are very virulent and common.

Not only the statistics of the country, but the most casual observation, show that the proportion of those born deaf, blind, and otherwise disabled, is alarmingly great. The number of those born free from all connatural blemish is exceedingly small.

Of children below one year, there die annually 16 per cent.; between one and two years, 40 per cent.; two and three years, 3 per cent.; adults at 30, 0.9 per cent.; adults at 40, 1 per cent.; adults at 50, 2 per cent.; adults at 80, 16 per cent.

It will be perceived, therefore, that 59 per cent. of all persons born in Sweden die before reaching the end of their third year.

The Swedes are remarkable for their attention to and for the means they have provided for the preservation of the public health; but so long as 49 per cent. of all children born in Stockholm are illegitimate, as is now the fact, and so long as the marriage covenant is so generally disregarded throughout the country, making future connexion between the nearest blood relatives unavoidable and frequent, because unknown, and impossible to be known, the infraction of the natural and revealed law must continue to fill Sweden with this miserable demand for charity.

Notwithstanding the great waste of life caused by this profligacy, and exhibited in the great mortality among children unlawfully born, and abandoned or neglected by their parents, the average longevity of the whole Swedish

population is no less than 51 years, or nearly eight years greater than the average longevity of the United States and Europe.

VII. PUBLIC CHARITIES.

There are in all Sweden 2,123 houses for the poor, besides *one* and *two* institutions each for widows, orphans, seamen, and soldiers; and the whole number of those relieved annually in the poor-houses about 133,000, and in all other institutions about 9,000; total, 142,000.

The annual cost of these public charities, in the poor-houses, is about $850,000; in all other institutions about $100,000.

VIII. CIVIL GOVERNMENT.

The government of Sweden is a monarchy limited by the constitution of 1809, and by the old laws of the land, which are regarded as most of all fundamental.

IX. THE JUDICIARY.

There is no distinction made in Sweden between law and equity. The courts are divided into two general classes, known as common courts and special courts.

XIII. TAXATION.

* * * Such has been the singular history of this country, that, costly as is its government, about fifty-one per cent. of the present population are born to an exemption from all personal taxation. * * * * *

Though all the land is taxed, with the exceptions already made, the assessments are entirely unequal; some farms being taxed so heavily as to reduce their market value almost to zero, while other farms pay so little to government, and are consequently so high in market value, that none but the wealthy can own them. The natural result of this old historical system is, that practically the poor pay nearly all the taxes.

XIV. AGRICULTURE.

Land under plough.—The quantity of land under plough is returned at 5,000,000 *tunnland*—one tunnland being equal to one acre and a quarter English; and therefore the quantity of land under this sort of tillage amounts to an average of only about one and a half English acres to the individual, or seven acres and a half to an average family.

Land in grass.—The land in grass is reported at 4,000,000 *tunnland*, but a large part of this area is pasture, and the quantity of hay cut per annum is not reported.

Land seeded.—The land annually seeded is returned at only 2,475,279 tunnland, which gives an average of only 77 hundredths of an acre to the individual, or 3.85ths acres to the average family.

Grain sown.—The average amount of grain sown for the last five years is 2,400,000 tons or barrels, giving not quite one barrel to an acre and a quarter.

Potatoes.—The balance of the soil under plough is given to potatoes, of which there are annually about 1,300,000 tons or barrels planted.

Field above seed sown.—The yield of the leading agricultural products above

seed sown, and the ratio of increase in each kind, will be found in the following table:

Description.	Ratio of increase.	Quantity.
Wheat	7¼ times the seed	484,610 barrels.
Rye	7½ times the seed	4,266,682 barrels.
Barley	5¾ times the seed	2,729,650 barrels.
Oats	6 times the seed	5,874,744 barrels.
Mixed seeds	6 times the seed	1,300,778 barrels.
Peas and beans	6 times the seed	489,486 barrels.
Total		15,145,950 barrels.

Giving less than four tunns or barrels of grain to each inhabitant, or about twenty barrels to each family.

Yield of potatoes.—The yield of potatoes above seed is returned at 10,634,771 tons or barrels, or nearly thirteen and a half barrels to each average family; and it may be added that there are no better or more nutritious potatoes in the world.

Other products.—To these productions must be added the yield of gardens, of fruit trees, and of wild berries of several sorts, of which the quantities and value are not known, but each of them is quite considerable as to amount and value; and the wild berries in particular, of which there are three kinds not produced in the United States—the lingon being the leading article in this category—are most valuable and abundant. The lingon is a sort of mountain cranberry; it grows everywhere on the untilled lands of Sweden, and no peasant family undertakes to encounter the winter without a store of this fruit, ranging in amount from one to twenty barrels.

Hay cut, timber felled, and lumber manufactured, and cattle raised.—I have sought diligently to find the quantity of hay cut, of timber felled, of lumber manufactured, and cattle produced, but of these things there are no reliable records, only guesses and doubtful approximations in the possession of the government. But it is well understood that the aggregate value of these several items would nearly or quite double the before-mentioned productions of the country.

Savings from consumption.—It is plain that it is not what a nation produces but what it saves which constitutes its wealth, and nations which produce less may save more, and thus become more independent than other nations. This observation is due to Sweden, for its inhabitants are a frugal people; and were it not for some habits already mentioned, and the excessive cost of government, they would gradually pay their debts, and become even wealthy. The amounts saved, in the several kinds of products, may be found by comparing the amounts produced, as above given, with the following facts as to consumption:

Consumption of grain by persons.—The amount of grain consumed by persons is 9,137,810 tons or barrels.

Consumption by cattle.—The amount consumed by cattle is 2,393,929 tons.

Potatoes consumed by persons.—The amount of potatoes consumed by persons is 8,142 05 tons.

Potatoes consumed by cattle.—The amount of potatoes consumed by cattle is 1,971,400 tons.

Products consumed in the manufacture of brandy.—The amount of grain consumed in the manufacture of Swedish brandy is 320,142 tons or barrels.

The amount of potatoes thus consumed is 1,221,320 barrels. That is, more than 1,200,000 bushels of grain and nearly 5,000,000 bushels of potatoes are

simply wasted, and, for the moral character and industrial value of the people, worse than wasted.

With all this waste, and this consumption, however, and with the extravagant luxury of the higher classes, there is such a general frugality among the masses of the people, and particularly among the peasants, that the country saves a small annual surplus for exportation.

Until fifteen years ago Sweden imported a large proportion of her breadstuffs. Now, on the contrary, she exports an average of 1,000,000 tons, or 4,000,000 bushels of grain per annum, and this is only the beginning of a new agricultural era, brought about by an improvement of the moral and industrial habits of the people, and by a wise adoption of the implements and example of American and Scotch farming.

XV. FISHERIES.

The business of fishing is carried on very largely on the coast, in the numerous lakes and streams of Sweden, and large returns are made to the maritime population from this sort of industry; but no adequate statistics exist on this important subject.

XVI. MINES.

The mines of Sweden have been celebrated from the earliest ages, and the country has always relied mainly on them for the purchase of foreign products. Until very recently there were laws in Sweden limiting the quantity of ore to be taken from the mines annually; and there were other laws prohibiting the export of ore and pig iron, or unmanufactured ores of any kind, lest an excessive production might lower the price. Now, however, when England is producing nearly four times the average annual amount of iron that she produced when these Swedish laws were in operation, the restrictions are all thrown off.

America has also since come in as a large competitor in the iron business; but the demand for this prince of the metals has so increased by the building of iron roads, ships, and machinery, that the prices range higher than in the times of the old restrictive statistics.

Tabular statement showing the annual production of the leading metals of Sweden.

	Centners *
Iron ore	10,093,391
Iron, pig	3,884,878
Iron, cast	275,651
Iron, bar	3,408,368
Copper, refined	36,000
Nickel, refined	59,988
Nickel, granulated	36
Nickel, copper	502
Lead	6,000
Brimstone	543
Plumbago	570
Total	17,765,927

NICKEL.

The nickel-copper and the granulated or crystallized nickel are produced from the common iron ores, and it is the proportion of nickel, in part, to

* A centner contains 100 pounds Swedish, which is seven per cent. less than the English.

which the Swedish metallurgists attribute the superiority of Swedish iron. The rest of this superiority is due to the use of charcoal in manufacturing it.

XVII. MANUFACTURES.

To take the published tables of Swedish manufactures, and present them as an exhibit of this branch of industry, would be an unfair proceeding, for the mills of Sweden, whose products alone are returned to government, do not produce the half (I scarcely believe a quarter) of the manufactures of the country. As in former times with us, and at all times in countries not advanced in wealth, the house of every poor man is a manufactory. The peasants of Sweden make their own cloth, clothes, shoes, hats, harness, wagons, sleds, many of their farming implements, even their nails, and bolts, and iron chains, and nearly every other article in common use; and when these things are added together the gross sum leaves the amount produced in Swedish factories a comparatively trivial affair.

The eleven members of the royal family, the 11,742 noblemen, the 15,362 clergymen, and that portion of the burghers who will wear and use nothing that is made in Sweden, when added together, still leave a two-thirds majority of the population who wear and use nothing else; and it therefore is impossible in such a country to give any other report of the quantity and value of manufactured articles than is contained in these general facts. It must be observed, however, that such a country furnishes the best possible market for the sale of useful manfactured articles; for, to insure a heavy traffic, it is necessary only to carry them the things they use for a price less than their cost when manufactured by themselves.

England, aware of the value of the Swedish market, is driving a rich trade with the merchants of the country; but American manufactures, especially those for farming operations and for household use, take the precedence of the English articles of the same kind; and there is nothing to hinder, in times of peace, so soon as the facts can be made known in the United States, our merchants and manufacturers opening a most extensive and profitable business with the principal cities of this kingdom.

There is a strong desire here to trade with the United States; and I have frequently heard the opinion expressed among the leading merchants of this capital that the restoration of peace will inaugurate an unprecedented business between the merchants of our country and those of Stockholm. The war, in fact, has done us the service, in more than one European country, to illustrate our mechanical skill and to give us pre-eminence in this respect over all other countries.

XVIII. TRADE.

From the days of the Vikings, Sweden has always depended on foreign countries for many articles of necessity and luxury; the advance of civilization has rather increased than diminished this demand. Piracy has given place to trade, and Sweden is now, for so small a state, one of the leading commercial nations of northern Europe. A very few figures will demonstate this great fact.

Table showing the number of railways, canals, vessels, and employés engaged in the internal navigation of Sweden for the year ended September 30, 1863.

	Persons.
Number of railroads, 5, employing	1,200
Number of canals, 5, employing	2,100
Number of vessels, 2,500, employing	6,500
Total number employed in internal transit	9,800

As there is no duty on this inland traffic the government has been careless of getting returns of its amount. It must be observed, however, that a large proportion of these vessels are steamers, which are splendidly built and arranged for capacity and speed. They are in general iron-clad, of a very beautiful model; of which 152 belong to Stockholm, and ply between this commercial centre and all the cities of the coast and inland rivers and lakes of Sweden.

Canals.—The canals are very wide and solidly and durably constructed, and the old horse-power boats have been nearly or quite displaced by iron-clad steamers, of double power, so as not to require turning end for end, when desired to be moved, as they all must be, in opposite directions.

Lakes and rivers.—But the lakes and rivers are the most natural and valuable thoroughfares of Sweden, and no people in the world make a better use of these commercial channels than the people of this country.

Foreign trade.—Number of vessels, 1,254; number of crews, 10,932.

Tabular statement showing the principal exports of Sweden for the year ended September 30, 1863.

Timber:		
Boards and planks, dozens	1,478,393	
Beams and rafters, pieces	780,133	
Unsorted do	1,200,000	
		1,980,133
Grain, tunns	1,000,000	
Iron, in pigs, centners	257,075	
Iron, in bars, centners	1,665,159	
		1,922,234
Tar, centners		141,559
Iron, manufactured, centners		81,029
Total centners		2,144,822
Gold and silver, value in rix-dollars		1,646,952
Total value of exports in rix-dollars		81,864,000
Or about		$21,678,060

IMPORTS.

It will be seen that the imports of Sweden exceed the exports, and this has been the case for many years. The following is a list of the leading articles of import for 1860, which constitute, I am advised, a fair average for ordinary times.

Since 1860 the American civil war has so deranged the business of importing that nothing reliable can be had for a later period. In 1861 the importation was excessive, and the excess was occasioned by the example of England, and the fear of exhausting existing stocks by the discouragements and hindrances during active hostilities and a threatened general war.

Tabular statement showing the leading articles imported into Sweden, and their quantities and total value, during the year 1860.

	Centners.
Cotton	192, 262
Sugar	383, 384
Coffee	152, 558
Rice	56, 130
Tobacco	56, 709
Cloth, woollen	10, 049
Silk, manufactured	584
Cotton, manufactured	8, 826
Linen, manufactured	3, 086
Total centners	807, 588
Grain, 102,467 tunns	
Gold and silver, value in rix-dollars	3, 032, 000
Total value of importations in rix-dollars	82, 469, 000

BALANCES.

Value of exports for 1860, in rix-dollars	81, 404, 000
Value of imports for 1860, in rix-dollars	82, 469, 000
Excess of importations over exports	1, 065, 000

Which is less than the average for ten years.

GOTTENBURG—W. W. THOMAS, JR., *Consul.*

JUNE 30, 1863.

I have the honor to inform you that there have been no arrivals or departures of American vessels at this port for the quarter ended this day.

AUGUST 22, 1863.

I have the honor to inform you that a considerable importation of pork from our western States into Sweden has sprung up within the present year. This pork has as yet been entered duty free, but the increasing quantities in which it has of late arrived have alarmed the Swedish peasants for the safety of the market for home-raised pork.

"The peasants" form one of the four houses of the diet of Sweden, and through their influence the diet, on the 20th instant, passed an act fixing a duty of two rix-dollars and fifty ore (67 cents) on every Swedish hundred weight (93 pounds) of pork imported into the kingdom. This act will become a law on receiving the approval of the King, who approves or disapproves of all acts passed by the diet on its adjournment, which, in the present case, will take place about the 1st of November. All the Swedish gentlemen with whom I have conversed on this subject entertain no doubt that the King will approve this act, which must cripple, if not destroy, this new outlet for the surplus products of our great west.

Permit me to remind the department that the acts of the Swedish diet are binding only within the limits of Sweden proper, and have no effect in Norway.

OCTOBER 20, 1863.

I have the honor to inform you that on and after January 1, 1864, all export duties will be abolished throughout Sweden.

Money.—The different denominations of the paper rix-daler (26 5 cents) are the universal currency, and pass everywhere at par. Specie is looked upon with distrust; even gold is often absolutely refused.

Crops.—The crops of 1863 are a fair average in quantity and quality, with the single and important exception of oats. Too much rain in harvest has considerably damaged one-half of the crop of oats, and will render it, in quality at least, much below the average.

EXPORTS TO AMERICA.

Comparative tabular statement showing the amount, value, and description of all merchandise exported from Gottenburg to the United States for each quarter of the consular year ended the 30th September, 1863.

Description.	Quarter ended	Amount.	Value.	Total.
		Tons.		
Bar iron	Dec. 31, 1862	658	$38,325 72	$38,325 72
Do	Mar. 31, 1863	1,051	52,384 18	52,384 18
Do	June 30, 1863	2,715	86,666 77	86,761 64
Herring, (254 kegs)	do		94 87	
Bar iron	Sept. 30, 1863	3,934	210,208 58	213,244 88
Steel-iron	do	50	2,948 12	
Steel, Bessemer	do	1	88 18	
		8,409		$390,716 42

It will be seen that 8,409 tons of iron and steel, valued at $390,621 55, and 254 kegs of herring, worth $94 87, amounting in all to $390,716 42, have been exported to the United States during the year ended September 30, 1863.

These goods have all been shipped to New York or Boston.

During the single quarter ended September 30, 1863, 3,985 tons of iron and steel, valued at $213,244 88, were exported from this port to the United States; being the largest amount exported in any one quarter since the establishment of this consulate.

American commerce.—But one American vessel has visited Gottenburg during the year ended September 30, 1863: this was the "Clara," of 822 tons, which arrived here in December last; yet during the last three months eight vessels, belonging either to Sweden or to the British North American provinces, have sailed from Gottenburg with full cargoes of iron for the United States.

The following general statistics are for the year 1862. It is impossible to obtain any later at present.

Freights.—The freights from this port to New York and Boston were $5, and 5 per cent. per ton on iron during the spring and summer of 1862. No vessels were chartered in the autumn.

Tabular statement showing the nationality, number, and whether steamer or sailing vessel, entered and cleared for and from foreign ports at the port of Gottenburg during the year 1862.

Nations.	Entered.			Cleared.		
	Sail.	Steam.	Total.	Sail.	Steam.	Total.
United States	1	.....	1	4	.....	4
Denmark	88	1	89	82	1	83
England	177	79	256	159	72	231
Finland	6	.....	6	2	.....	2
France	106	.....	106	106	.....	106
Hanover	38	.....	38	34	.....	34
Hamburg	10	.....	10	10	.....	10
Bremen	1	.....	1	1	.....	1
Italy	1	.....	1	1	.....	1
Mecklenburg	1	.....	1	1	.....	1
Netherlands	68	5	73	66	4	70
Norway	505	56	561	506	81	587
Oldenburg	5	.....	5	4	.....	4
Prussia	54	4	58	52	3	55
Russia	3	.....	3	5	.....	5
Spain	1	.....	1	1	.....	1
Sweden	537	221	758	526	129	655
Total	1,602	366	1,968	1,560	290	1,850

Tabular statement showing the destination of the 1,850 *vessels that cleared from the port of Gottenburg during the year* 1862.

For England	743
Norway	414
France	216
Denmark	213
Prussia	68
Netherlands	38
Hamburg	31
Belgium	20
Spain	18
Russia	15
United States	14
Bremen	13
Algiers	12
Cape of Good Hope	11
Brazil	4
Hanover	3
Australia	6
East Indies	6
Egypt	2
Austria	1
Tunis	1
Africa	1
Total	1,850

Comparative tabular statement showing the number of vessels entered and cleared at Gottenburg from 1851 *to* 1862, *inclusive.*

Year.	Entered.	Cleared.
1851	1,413	1,352
1852	1,241	1,777
1853	1,301	1,251
1854	1,329	1,223
1855	1,418	1,358
1856	1,691	1,554
1857	1,473	1,337
1858	1,528	1,180
1859	1,646	1,556
1860	1,637	1,524
1861	1,884	1,603
1862	1,968	1,850
Total	18,529	17,565

Table showing the number of vessels that have entered and cleared from Gottenburg for Swedish ports during the years 1860, 1861 *and* 1862, *inclusive.*

Year.	Entered.	Cleared.
1860	658	1,397
1861	910	2,351
1862	729	1,956
	2,297	5,704

IMPORTATIONS OF GOTTENBURG.

Tabular statement showing the chief articles imported into Gottenburg for the year 1862, *together with their quantities in Swedish weights.*

	Swedish* lbs.
Coffee	7,437,599
Cotton	2,127,071
Cotton yarn	428,618
Hides and skins	2,416,031
Sugar	18,229,670
Tobacco	1,186,907
Tobacco stems	22,114
Total Swedish pounds	31,848,010
Herring, tunns†	106,318
Salt, cubic feet‡	790,534

Coffee.—In no country is more coffee consumed, according to the population, than in Sweden. It is a common saying that "our iron only pays for our coffee;" and statistics prove that the entire profits of the iron exportation (the great business of the nation) is consumed in this bilious beverage.

* A centner (100 pounds Swedish) is equivalent to 93 pounds English.
† A tunn Swedish is equal to four English bushels.
‡ 125 cubic feet equal to 8 English bushels.

Comparative tabular statement showing the importations of coffee at Gottenburg for each of the years from 1851 *to* 1862, *inclusive.*

Years.	Quantity.	Years.	Quantity.
	Swedish lbs.		*Swedish lbs.*
1851	3,362,851	1857	2,315,859
1852	3,527,029	1858	5,920,944
1853	3,484,981	1859	4,961,388
1854	3,482,305	1860	6,173,969
1855	4,438,797	1861	5,577,306
1856	6,423,221	1862	7,437,599

Cotton.—The importation of cotton at Gottenburg amounted in 1862 to 2,127,071 pounds, or 9,046,008 pounds less than in 1861.

Comparative tabular statement showing the importations of cotton, in Swedish pounds, at the port of Gottenburg, for each of the years from 1851 *to* 1862, *inclusive.*

Years.	Quantity.	Years.	Quantity.
	*Swedish lbs.**		*Swedish lbs.**
1851	6,194,175	1857	7,999,308
1852	5,168,034	1858	7,745,441
1853	6,997,816	1859	8,973,041
1854	11,005,940	1860	10,581,755
1855	8,629,494	1861	11,173,079
1856	12,616,550	1862	2,127,071

* The pound Swedish is 93-100 of the pound English.

Cotton yarn.—428,618 pounds of cotton yarn were imported into Gottenburg in the year 1862, against 840,477 pounds imported in 1861, showing a falling off of 411,853 pounds.

Herring.—There were imported into Gottenburg from Norway 106,318 tunns of herring in 1862, against 59,093 tunns in 1861.

Hides and skins.—2,416,031 pounds of hides and skins were imported in 1862, against 3,043,194 pounds (Swedish) in 1861.

Salt.—The importations of this article in 1862 amounted to 790,534 cubic feet, against 589,867 cubic feet in 1861.

Sugar.—The importations of sugar, though fluctuating, still exhibit a great increase, as seen by the following table:

Comparative tabular statement showing the importations of sugar at the port of Gottenburg for each of the years from 1851 *to* 1862, *inclusive.*

Years.	Quantity.	Years.	Quantity.
	Swedish lbs.		*Swedish lbs.*
1851	11,727,619	1857	11,195,978
1852	10,411,296	1858	13,895,868
1853	13,315,919	1859	17,978,287
1854	14,480,459	1860	18,300,680
1855	17,131,311	1861	16,895,152
1856	16,522,461	1862	18,229,670

Tobacco.—1,186,907 pounds of tobacco were imported into Gottenburg, against 1,389,748 pounds in 1861.

Tobacco stems.—In 1862 22,114 pounds of this article were imported, against 132,897 pounds in 1861.

Exports to Gottenburg.

The export of metals, principally iron, forms the chief trade of Gottenburg, and, indeed, of all Sweden. Considerable quantities of lumber and grain are also exported.

All the articles of export, as well as those of import, are estimated in Swedish weights and measures, but may be reduced to English measures by the subjoined table:

100 Swedish pounds (a Swedish centner) = 93 English pounds.
1 Swedish tunn = 4 English bushels.
126 cubic feet = 8 English bushels.

METALS EXPORTED.

Tabular statement showing the quantity of metals exported from the port of Gottenburg for the year 1862.

Bar iron	710, 637. 83 centners.
Blooms	39, 306. 35 centners.
Rolled iron	3, 485. 95 centners.
Hoop iron	3, 530. 00 centners.
Smelted iron	3, 420. 89 centners.
Nails	29, 400. 60 centners.
Burnt steel	70, 788. 15 centners.
Bar steel	76, 345. 45 centners.
Divers' iron	9, 955. 10 centners.
Swedish pig-iron	151, 739. 05 centners.
Foreign pig-iron	26, 698. 85 centners.
Bar ends	13, 041. 00 centners.
Divers' metals	9, 370. 48 centners.
Alum	2, 481. 41 centners.
Vitriol	649. 40 centners.
Red ochre	110. 40 centners.
Total	1, 090, 960. 88

Of the above amount there were exported to Swedish ports 94,209.03 centners; foreign countries, 996,751.83 centners.

Comparative tabular statement showing the quantities exported from Gottenburg to each foreign country respectively.

England	622, 312. 16 centners.
United States	116, 903. 35 centners.
Germany	71, 710. 37 centners.
France	69, 486. 60 centners.
Denmark	39, 227. 50 centners.
West sea*	30, 183. 97 centners.
Holland	17, 116. 80 centners.
East Indies	15, 907. 32 centners.

* A name used by exporters to conceal the real destination of their merchandise.

Norway	3, 495. 95 centners.
Belgium	2, 961. 55 centners.
Africa	2, 808. 79 centners.
Mediterranean ports	2, 469. 38 centners.
Australia	1, 680. 01 centners.
Brazil	488. 10 centners.
Total	99, 675, 185.85

Comparative tabular statement showing the export of metals from Gottenburg for the 20 *years from* 1843 *to* 1862, *inclusive.*

Years.	Quantities.	Years.	Quantities.
	Centners.		*Centners.*
1843	454, 388. 99	1853	772, 253. 60
1844	668, 100. 05	1854	789, 378. 36
1845	641, 370. 00	1855	756, 264. 22
1846	566, 681. 32	1856	931, 019. 44
1847	704, 678. 57	1857	857, 309. 48
1848	496, 964. 20	1858	726, 198. 76
1849	660, 486. 12	1859	1, 068, 169. 75
1850	765, 919. 68	1860	1, 045, 228. 66
1851	704, 785. 88	1861	791, 836. 05
1852	711, 011. 32	1862	1, 090, 960. 88

Lumber.—The export of lumber from Gottenburg is steadily increasing, more lumber having been exported in 1862 than in any previous year.

Tabular statement showing, in dozens, the number of pieces of lumber, (planks, battens, and deals,) exported from the port of Gottenburg, with the names of the countries where to, during the year 1862.

Countries.	Quantity shipped.	Countries.	Quantity shipped.
	Dozen pieces.		*Dozen pieces.*
England	207, 145	Egypt	935
France	73, 874	Hamburg	791
Belgium	11, 667	Tunis	504
Spain	7, 998	East Indies	420
Cape of Good Hope	6, 692	Africa	362
Algiers	5, 083	Norway	360
Denmark	5, 044	Bremen	357
Australia	5, 622	Prussia	75
Batavia	2, 396	Hanover	35
Netherlands	1, 741		
Brazil	1, 517	Total	342, 618

There were also exported, in 1862, 75,808 dozen plank and deal stumps; 2,881 pieces beams; 255 dozen boat poles; 4,856 pieces spars; 1,333 dozen laths; 3,000 pieces staves; 345,670 pieces roof poles; 7,135 pairs oars; 315,459 pieces roof poles, rough; 5,898 pairs oars, rough; 51,945 pieces timber; 1,643,406 pieces pit-props; 7,017 pieces rafters, (all of spruce or pine;) 38,377 oak staves; 47,650 beech barrels; 1,186 beech staves.

Pit-props.—The pit-props are a new article of commerce. They are young trees of three or four inches in diameter, cut in sections from three to eight feet in length. The 1,643,406 pit-props were all exported to England, where they are used extensively for propping up the coal strata in the coal mines. I doubt not these pit-props could be exported from the United States, especially from the pine-tree State, (Maine,) with great advantage to the exporter.

Comparative tabular statement showing the exportations of lumber from the port of Gottenburg for the 20 *years from* 1843 *to* 1862, *inclusive.*

Years.	Planks, battens, and deals.	Timber and rafters.	Masts and spars.
	Dozens.	*Pieces.*	*Pieces.*
1843	124,847	33,532	2,946
1844	134,327	39,920	2,713
1845	180,457	41,135	4,404
1846	191,713	63,446	5,418
1847	227,090	58,617	9,445
1848	113,936	43,968	6,159
1849	164,045	16,266	8,875
1850	206,433	11,628	4,035
1851	252,853	18,024	5,353
1852	237,362	19,969	4,216
1853	257,859	24,954	3,393
1854	215,002	17,951	3,420
1855	232,695	11,334	2,580
1856	259,550	10,731	3,888
1857	252,580	8,367	4,971
1858	205,057	7,442	4,200
1859	294,702	13,758	2,803
1860	260,328	13,756	3,291
1861	326,837	14,589	5,080
1862	333,455	9,898	4,856
Total	4,471,128	479,285	92,046

GRAIN.

Comparative tabular statement showing the quantities and descriptions of grain exported from Gottenburg, and the names of the countries where to, during the year 1862.

Description.	England.	Norway.	Hamburg.	Total.
Wheat ... cubic feet	.....	2,834	.....	2,834
Rye ... do	.....	25,375	.....	25,375
Oats ... do	2,085,885	17,647	2,160	2,105,692
Barley ... do	30	24,872	.....	24,902
Peas ... do	.....	5,661	.....	5,661
Vetch ... do	350	37	.....	387
Total	2,086,265	76,426	2,160	2,164,851

NORWAY.

BERGEN—O. E. DREUTZER, *Consul.*

OCTOBER 12, 1863.

I have the honor herewith to transmit the annual report for this consulate for the year ending September 30, 1863. It is rather voluminous. * * *

Annual report of the consulate of the United States of America.

The commerce of this city with Sweden has, during the past twelve months, been lively; and, although the articles of export have not been reliable in the Swedish market, a large number of vessels, loaded with fish, particularly herring, have cleared for Swedish ports, and, upon their arrival there, finding that the products could not be sold there with the expected profit, immediately leave in quest of other markets. But the consumption of Norwegian herring in Sweden will, generally, exceed that of any other country, with the exception, perhaps, of Russia, and for particular kinds of stock-fish, such as sej, (gadus vivens: Linnæus,) it is the head market; beside that, Sweden, next after Denmark, has furnished this city with great portions of her breadstuffs.

The commerce with Russia is, on account of the opened communication with the vast interior, largely on the increase. Fish products are imported in larger quantities, which is not only the case with Russia proper, but also Finland, which, last year, has imported considerable sej (gadus vivens) and rodskyjar (gadus morchua: Linnæus) from this country. The importation of grain from the south of Russia has, during the past year, been less active than in former years, and it is believed that only when the prices of grain are very high, it is advisable to import breadstuffs from so distant countries.

From Archangel there is but small importation of grain, and that particularly confined to Hammerfest and Tromsoe, and other places in the northern regions of this country. The importation of breadstuffs from the Baltic ports has been considerable. Hemp, of which Norway imports large quantities for cordage, has almost exclusively been imported from the Russian Baltic ports. The importation of manufactures of flax and hemp, such as sail-cloth from Russia, has of late years been on the decline, as these articles are now being manufactured in this country, and of late been imported cheaper from Scotland. In the Prussian market the Norwegian herring has been thrown in competition with that of the Scottish, and without any better success than heretofore. The particular advantage lies in the mode of curing, which, in this country, is very deficient, although the product in itself is as good, if not superior, in quality. The Prussian ports of the Baltic, which furnish Poland and part of Russia, import, as yet, large quantities of spring herring, and Pomerania the larger portion of the Norwegian summer herring; and in this way there is exchange for breadstuffs, particularly rye, so that the trade in that way is considerable with that country.

Denmark, to judge from the lists of clearances, would stand as having a very large consumption of herring exported from this city, when that country in reality does not consume more than the average of 10,000 barrels thereof; but a great portion of the herring goes over to Copenhagen. The advantageous situation of that port makes it not a very inconsiderable market for the herring, and many ship-loads are there purchased for the account of Sweden, Prussia, and Mecklenburg. Smaller quantities of stock-fish and fish-oil have been imported into Copenhagen herefrom. The grain market of Denmark is of importance to Norway, although Sweden of late years has become its competitor. Although the credit which the market of this city enjoyed at Hamburg and Altona, after

the crisis in 1857, has been much reduced, the commerce with these two cities has not been lessened in any considerable degree. They are still, for Norway, the largest and most important market on the continent of Europe for several of the most important colonial products; and having railroad communications with all the larger cities of Central Germany, (for which many manufactories they have large depositories,) and there being regular and direct steamship communication between the city and these places, which makes the transportation easy, so that in all probability larger portions of manufactured and colonial goods will be furnished from these cities for some time to come. On the other hand, the central geographical position of those cities will probably always make it the principal market for all northern productions, and may always be considered as a reliable market of the export articles of Norway, particularly herring, cod-liver oil; also, skins and furs. Smaller quantities of stock-fish and larger portions of the copper ore are exported to this city. Hamburg is, for the present, the most important exchange market for the commerce of this city.

The most valuable article of export from this part of the country is cod-liver oil, for which Holland, the past year, was the most important market, or rather the inner Germany furnishes itself with this commodity over Holland. The exportation of dried fish (of which the stock-fish constitute the largest part) to Holland was the past year, as heretofore, of little importance; but since the import duty upon herring was abolished in Holland, small quantities of that article have been exported to that country, but no considerable trade in this product can be expected before the curing of the Norwegian herring is in some way bettered.

The trade upon Belgium with cod-liver oil and stock-fish has during the past year been almost passive. Holland and Belgium have furnished the greater part of all the tiles and brick used in this part of the country; also, large quantities of barrel hoops, cheese, butter, some refined sugar, and colonial products.

In Italy, the cities of Venice and Trieste continue to be the most important market for the sale of stock-fish; but it appears, since the detachment of Lombardy from Austria and the communications between Piedmont and Suisse has been facilitated, Genoa will secure much of the Venetian fish trade; and for the last year the exportation of fish to Genoa has been much in advance, and, at the same time, that of Venice and Trieste has decreased in the same proportion. The cause of this might be attributed to the unfortunate money matters of Austria, which is a considerable impediment in the way of the commerce with that country.

The exportation of fish products to upper Italy has of late years been on the decline, and that to central and southern Italy is at the present time very considerable, compared with that of ten or twenty years ago; but southern Italy has of late years labored under great disadvantage, the unsettled political aspects having greatly interfered with the commercial spirit. Less favorable harvests of grain, olives, and grapes have made it impossible for the lower classes, which are the principal consumers of the Norwegian fish, to purchase what they might wish of that commodity; and, beside having been very high in price here, (it having, also, been subject to very high import duty,) must render it a very high article of food; and to the larger cities of Italy there was a large importation of fish from Newfoundland, which appears will, in time, drive the Norwegian fish products out of the market. The reason of this is mostly attributed to the high prices which, for the present, are paid here for fish in its fresh state, but which, no doubt, in time will regulate itself.

The fish trade with Italy, upon the whole, is somewhat hopeful, as the prospects are of uniting all the Italian states; and the liberal Sardinian revenue tariff will be incorporated in the whole country, and that country will, perhaps, in time become a good market for the Norwegian herring. Small quantities of fish-oil were exported to upper Italy the past year.

The importation of salt from Italy is about the same as of former years. The white kinds from Sardinia and Sicily are preferred to other kinds for the curing of the spring or large herring.

With Spain the commerce of Bergen has, during the past year, been particularly advantageous. That country took nearly all the stock-fish which was exported from this city; and, notwithstanding the high prices, it has yielded a fair profit. Catalonia imported considerable stock-fish; but the usual exportation of cod-liver oil and spawn to that country was, the past year, unimportant, these products being mostly furnished from the towns of Aalesund and Christiansund. The importation from Spain was limited to a little salt fruits and wine. Without a doubt, when the railroad now in progress is completed, leading to the grain-producing districts, considerable amount of grain might be taken in exchange for fish products. Large portions of the Spanish vessels loading fish in Norway, having now to come there in ballast, would carry grain at a very low freight; but for this project the differential duty, which is particularly high on wheat flour, will be somewhat of a barrier.

The exportation from this city to Portugal has, during the year, only consisted in a small quantity of stock-fish. In the year 1860 some cargoes were shipped over Spain to Lisbon, and sold there at a good profit. The reason that the Norwegian fish is not imported to that country is, that the fish trade of that country is monopolized by some heavy English mercantile houses, who import this article from Newfoundland. But it is to be hoped that when the railroad, now completed to the Spanish boundary, is opened, Norwegian fish might be imported over Spain, providing the Spanish revenue laws do not lay hindrance in the way of such indirect importation.

The imports from Portugal, the past year, consisted in considerable salt, wine, fruit, and corkwood.

The commerce of this city with France, although of the greatest importance for the staple products of the southern and eastern cities of this country, is for the fish products of little value, with the exception of the greater portion of the spawn, which yearly value seldom exceeds 120,000 specie dalers. This extensive country only imports a trifling amount of stock-fish and cod-liver oil. The treaty of commerce which is now stipulating between France and Sweden and Norway, the issue of which is looked for with hopeful anxiety, is thought to be favorable for the importation into France of Norwegian fish products; and if the government of France will continue, as it has of late years, to regulate and modify the tariff of import duty, it is looked for that the extraordinary protection of the French fisheries will also disappear; in which case France might be made the best market for all kinds of fish products. The importation of salt from France has been very trifling; and, besides the common products, such as wines, spirituous liquors, and fruit, only a small quantity of grain and butter.

The coast of Great Britain has an abundant supply of fish of all kinds, so that no fish is exported to that country, with the exception of small quantities of salmon, mackerel, and lobsters; and the exports from this city besides that consist only in bone, paper rags, old rigging, and a few other articles. As the steamship navigation and industrial pursuits are steadily progressing, the importation of coal and iron has, from necessity, increased in the same proportion, of which articles this city imported large quantities from Great Britain, also of cotton and logwood. English manufactures have been imported in usual quantities, also the usual quantity of salt from Liverpool.

By order of a commercial house at Hong-kong, a cargo of stock-fish was sent there, and was sold at good profits. What the prospect of future commercial intercourse with that vast country will be, cannot with any certainty now be determined; much, however, cannot be expected, as the long transportation will make the fish products very high, and the present high prices of stock-fish here render it exceedingly hazardous to export any more to that country at this

time. In general, with countries outside of Europe this city has had no considerable commercial intercourse; a few cargoes of dried fish have been exported to Brazil and Cuba; but the cities north of this appear to have had commerce with the latter places; some coffee from the former and sugar from the latter have been imported direct, but it has been found to be of more advantage to import those staples from Hamburg and Altona.

The commercial communication between this city and the United States has, since the year 1835, been inconsiderable—or rather, with the exception of a cargo of rye in the year 1856, which had taken heat on the voyage, and was imported direct from the United States, and the same year about 600,000 lbs. of stock-fish (cod) exported direct to New York, has been passive until the year 1862, in which year a direct communication was opened between this city and Chicago, Illinois. A schooner of ninety-five tons burden, with cargo and passengers, was despatched to the latter place, and returned with full cargo. The enterprise proved as profitable as could well be expected, the charges through the river St. Lawrence and the Welland canal being disproportioned to the size of the vessel. The persons engaged in the enterprise found the prospect promising, had the vessel enlarged and fitted out for that trade, and she was again despatched for Chicago this spring with cargo and passengers. Another smaller vessel also cleared for Chicago from this port last spring with full cargo. Three cargoes of rye have been imported to this city direct from New York, all which arrived here in good condition. I am happy to exhibit a change in the commercial intercourse between this country and the United States. Much, however, cannot be expected under the circumstances. After the rebellion, so disastrous to the commerce of the world, closes, I am in hopes that the merchants of the United States will give a little of their attention to this country.

One difficulty in the way of commerce between this country and the United States, viz., the existing high import duties in the United States upon the fish products, which constitute the first and most important staples of this country, and consequently, under the present tariff, no Norwegian fish can be imported into the United States. The distance between the countries ought to be sufficient guarantee for protection, and makes an easy competition for the American and English fish from the banks; and so far as the fish products of this country are concerned the tariff is almost a dead letter, particularly for herring and mackerel. Another difficulty which cannot well be obviated is, as I have been credibly informed, that quantities of fish, particularly herring, are yearly shipped from Norway to the British provinces, and in some way come in free of duty, and from thence are transported into the interior of the United States under the reciprocity treaty, which practices cannot but discourage the honest trader, who has to encounter such uneven competition, especially upon the lake ports, with the same kind and quality of products. I have watched the matter since it was brought to my notice; I can find no shipping of fish to the Canadas of any amount upon the books of the custom-house here; but ships clear here for England for orders, going out in ballast in quest of freights, but are really destined for Quebec or Montreal. Under these circumstances I cannot ascertain how to find any vessel taking in fish products for the Canadian ports.

The grain trade of Norway is worthy of some attention. The yearly importation averages between 7,000,000 and 8,000,000 bushels, including all kinds of grain and breadstuffs, and I think by removing the obstacles placed in the way of introduction of the Norwegian fish trade into the United States, greater portions of it might be secured to our citizens, providing the sacrifice on the part of the United States by the way of reduction of duty upon fish products will not cause greater loss of import duty upon those products imported from other countries than the advantage which might accrue to the United States from the commerce with Norway. But beside the advantage of the grain trade, Norway imports large quantities of all kinds of provisions and large portions of manu-

factured goods. The imports of this country are, on the whole, large in proportion to its population, which might be seen from my former reports containing statistics of imports and exports of Norway for the years 1860 and 1861; and it is to be hoped that the facts exhibited will be sufficient encouragement to inquire into the expediency for some enterprising Americans to open direct and regular steam navigation between the United States and the Scandinavian peninsula, which would at once change commercial aspects. This country is considerably behind the age in advancement, and the commercial relations that now exist with other countries, which have existed for centuries, cannot be abruptly broken off; and, besides, the enterprising spirit of the people of Norway does not run high in the way of speculation; but they are honest and prudent, and worthy of confidence. After trade is once introduced it will no doubt continue to the advantage of both countries. Another difficulty is the postal communication between this country and the United States, and it is much regretted that this country was not represented at the late postal convention at Paris. The postal communication is not correct; consequently it takes longer time; the shortest time is twenty-two days in the summer and twenty-eight in the winter for letters from New York to Bergen.

I will here state the exports and imports of the city of Bergen, direct to and from the United States, during the year ending September 30, 1863, in detail, being a direct increase, when under other circumstances it would not be worth mentioning:

Exports.

	Value.
Anchovies, 300 bags	$193 85
Books, 350 copies	110 75
Cod-liver oil, 240 gallons	146 00
Codfish, dried, 3,480 pounds	146 00
Eel, salted, 150 pounds	7 00
Herring, salted, 915 barrels	3,695 00
Herring, smoked, 8½ barrels	45 21
Liquors, spirituous, 147 gallons	236 00
Salt, Spanish, 1,800 bushels	322 00
Tar, 250 barrels	1,744 00
Iron in bars, 3,827 pounds	110 53
Total	$6,856 34

Imports.

	Value.
Brooms, 10 dozen	$42 00
Butter, 700 pounds	133 00
Coal-oil, 6,020 gallons	4,515 00
Corn, Indian, 4,700 bushels	3,830 00
Hides, salted, 13,555 pounds	2,053 25
Hides, dried, 6,525 pounds	1,957 50
Flour, wheat, 1,020 barrels	9,180 00
Hams, smoked, 10,502 pounds	1,680 32
Lamps and lamp fixtures, 1,149 barrels	1,500 00
Pork, salted, 1,149 barrels	17,809 00
Rye, 39,300 bushels	40,186 00
Stearine candles, 1,575 pounds	501 63
Tobacco, 15,460 pounds	2,000 00
Wheat, 4,700 bushels	6,996 00
Total	$92,363 70

The whole number of vessels entered into the port of Bergen from foreign countries from October 1, 1862, to September 30, 1863, was 984, with a tonnage of 124,943, of which 652 were of foreign nations, as follows: Norwegian, 332; Swedish, 165; Danish, 173; Holland, 125; Belgium, 13; Great Britain, 40; Prussian, 52; Spanish, 20; Russian, 23; Hanoverian, 12; Hamburg, 4; French, 23; United States, 1; Oldenburg, 1. Of which number, 9 Norwegian vessels, with an aggregate tonnage of 1,314 tons, and 79 foreign vessels, with an aggregate tonnage of 6,241 tons, came in ballast.

The whole number of vessels cleared from the city of Bergen for foreign countries during the same period was 1,013, with an aggregate tonnage of 81,234 tons; of which number 659 was foreign and 344 Norwegian; of which 57 Norwegian, with an aggregate tonnage of 12,249 tons, and 41 foreign, with an aggregate tonnage of 7,295 tons, departed as ballast.

The imports of the city of Bergen, in kind and quantity, for the year ending September 30, 1863, were as follows:

Ale and porter	pounds	9,417
Beef, salted, all kinds	do	17,800
Bread	do	5,913
Bricks and tiles		122,640
Butter	do	83 566
Candles, stearine	do	10,510
Candles, tallow	do	1,435
Coffee	do	1,134,694
Cheese	do	41,330
Chicory roots	do	219,340
Coal	barrels	127,136
Cotton, all kinds	pounds	320,055
Cotton goods, all kinds	do	222,726
Cork-wood	do	56,635
Cork-wood, manufacture of	do	5,730
Fayance, all kinds	do	131,835
Feathers	do	21,521
Fruit, dried	do	42,676
Fruit in bottles	do	9,524
Glassware, all kinds	do	74,783
Grain, wheat	bushels	65,240
Grain, barley	do	416,368
Grain, rye	do	640,156
Grain, oats	do	1,700
Goods, all kinds	do	11,744
Flour of wheat	barrels	2,392
Flour of rye	do	370
Flax and hemp	pounds	2,712,081
Flax yarn of all kinds	do	158,634
Cordage of hemp	do	1,655
Manufactures of hemp and flax, all kinds	do	309,470
Hoops for barrels		1,343,469
Hides, dried	do	149,940
Hides, salted	do	989,346
Hops	do	43,460
Lard	do	3,900
Leather, tanned	do	32,221
Liquors, all kinds	do	488,622
Logwood, whole	do	232,805
Logwood in other forms	do	51,710

Metals of all kinds	pounds	1,501,930
Metals, manufactures of	do	1,088,750
Oil tatty	do	311,135
Oil aethene	do	122,188
Red zinc and white lead	do	152,955
Rice and rice flour	do	162,360
Salt	barrels	220,079
Silks, all kinds	pounds	2,783
Soap, brown and other kinds	do	23,854
Staves, all kinds and sizes		1,160,400
Sugar, sirup, and molasses	do	2,317,163
Tea	do	10,774
Timber, all kinds	feet	696,696
Tobacco	pounds	637,635
Wool	do	197,760
Wool, manufacture of	do	141,931
Vinegar	do	5,730
Wine	do	193,373

Exports from the city of Bergen for the same period.

Anchovies	bags	3,569
Boats	valued spd	360
Barks	ton	40
Tallow	pounds	1,320
Horns	do	28,036
Copper ore	do	1,211,155
Copper, brass, and metal, old	do	13,904
Copper gar	do	60,800
Glue	do	39,200
Books	copies	7,800
Fish-oil	gallons	928,800
Herring	barrels	396,124
Iron in bars	pounds	6,850
Stock-fish, (cod)	do	7,035,624
Other kinds of dried fish	do	14,071,670
Oats,	bushels	25,700
Lobsters		308,765
Sulphur	pounds	49,760
Spawn	barrels	24,134
Paraphine oil	gallons	4,000
Tar	barrels	2,190
Wool	pounds	6,300

Table showing the average market prices of the city of Bergen during the year, for articles usually exported from the United States, and the import duty of such articles specified for the same quantity and price stated.

Name of article.	Average price.	Import duty.	Remarks.
Alcohol, 90 per cent....per gallon..	$1 54	$0 11	Duty is calculated at 11 cents per lb.
Axes.....per dozen..	12 00	1	
Barley.....200..	3 29	15	
Beef, salt, mess.....200..	10 00	Free.	
Brooms.....1 dozen..	4 25	2 7/9	Per pound.
Butter, firkin.....1 lb..	19	1	
Cheese.....1 lb..	18	1 1/2	This is generally from Holland.
Corn, shelled.....1 bushel..	92	3 3/4	
Cotton, Ga.; Mobile, medium.1 lb..	54	Free.	
Brown shirting .....1 lb..	62	5 3/4	
Bleached shirting ....1 lb..	66	13	
Fruit, dried apples.....16 d..	13	2 1/4	
Fruit, pears and peaches....16 d..	15	2 1/4	
Flour, wheat, 1st quality..per bbl..	10 00	1 43 1/2	The flour brought here from the U. States this year has not been of the 1st quality.
2d quality..per bbl..	8 50	1 43 1/2	
Rye flour.....per bbl..	5 80	34	
Hides, dried.....per lb..	28 1/2	1/3	
salted.....per lb..	15	1/5	
Hams, smoked.....per lb..	16	1	
Hog's lard.....per lb..	10 1/2	1	
Honey.....per lb..	16	1 6/10	But small quantity imported.
Hops, American.....per lb..	36	6 1/4	
Kerosene oil.....per gallon..	75	1 1/2	
Manila rope.....per lb..	16	1	
Molasses, common.....per gallon..	3 1/2	1	
sugar-house..per gallon..	5 1/2	1	
Logwood, Campeachy.....per lb..	3	Free.	
St. Domingo....per lb..	1 1/2	Free.	
extract of.....per lb..	16	3	
Oats.....per bushel..	62	2 1/10	
Pork, salted, mess.....per bbl..	15 50	Free.	
prime.....per bbl..	13 50	Free.	
Quercitron bark.....per lb..	3 1/4	1/4	But little used.
Rice.....per lb..	8	1 1/4	India-Carolina not in the market.
Rye.....per bushel..	2	5 1/2	56 lbs. to the bushel.
Soap, common brown .....per lb..	13	1 1/2	
Stearine candles.....per lb..	25 1/2	3 1/4	
Staves, oak, for barrels....120 st...	2 12	22 4/5	
Rosin.....per lb..	6	3/5	
Wheat.....per bushel..	1 52	11 1/5	58 lbs. to the bushel.
White and gray lead...per 100 lbs..	8 56	1 06	

There should be added 2 per cent. of the duty which is paid into the harbor fund for the building of a breakwater at the harbor of Bergen.

Table showing the wholesale prices of the principal articles exported from this city, and the export duty upon such articles specified for the same quantity and price stated.

Name of articles.	Price.	Duty.	Remarks.
Anchovies.....per keg..	$0 40	1/2	16 kegs in the barrel
Bar iron.....per ton..	70 12	Free.	
Cod liver, 1st quality...32 gallons..	25 00	Free.	Such as is used in medicine.
2d quality...32 gallons..	19 00	Free.	
Codfish, dried .....per 39 6/10..	1 90	1/2	Prepared in same way as the Newfoundland codfish.
Herring, salted, spring....per bbl..	3 40	1	
Herring, salted, spring....per bbl..	4 25	1	
Tar.....per bbl..	6 50	Free.	This is not Norwegian product.
Spawn.....			

The shipping of the city of Bergen has, during the last year, been considerably enlarged by purchase, building ,and rebuilding vessels, as follows:

Number of vessels owned at the city of Bergen September 30, 1862, was 701; aggregate tonnage, 50,909 tons. Number of new ships built during the year, 9; aggregate tonnage, 3,060 tons. Number of ships purchased, 12; aggregate tonnage, 7,023 tons. Number of ships rebuilt, 3; aggregate tonnage, 1,188 tons. Making the total number of vessels, on the 30th day of September, 1863, to be 725, with the aggregate tonnage of 62,990 tons, navigated by 3,442 seamen.

I would invite the attention of American ships-owners to the fact that there is, on an average, thirty larger class vessels purchased for Norway from foreign countries yearly, and that for good second and third rate vessels will generally be found good sale; and if the sale of a vessel to this country is desirable, the master should be clothed with sufficient power to sell, and can at any time obtain sure freights at Trapane or Lisbon for this city or Stavanger.

Emigration.—Emigration from this country to the United States has, since the breaking out of the rebellion, been on the decline; the whole number of emigrants embarked for the United States from this city during this fiscal year was 418.

The whole number of emigrants embarked for the United States, from 1850 to 1860, from the south coast of Bergen, was, according to the census of Norway of 1860, sixty persons, and from the north Bergenhuus, the number during the aforesaid period was 2,192; from which it appears that from this district the emigration to the United States, of late years, has rather been on the increase. The emigration from this district for the year ending September 30, 1862, was 2,065 persons.

The establishment of industry of the city of Bergen is rather on a limited scale; manufactures of all kinds in operation at the present time are as follows, viz: Twenty-seven tanneries; six manufactories for malt, which together turn out 48,000 bushels of malt; three ship-yards; one manufactory of cotton goods of all kinds, (domestic,) one for woollen goods; three iron foundries; three chicory manufactories; six flouring mills; three manufactories of snuff, tobacco, and cigars; one glass factory; four large breweries, and thirty-one smaller; two vinegar factories; two sealingwax and ink factories; five printing establishments; four manufactories of musical instruments; one machine shop, with an excellent dry-dock. The cotton factory being one of the heaviest in the country, and to form an idea of the magnitude of that class of establishments, I would state that the capital invested is 200,000 speciedaler, propelled by hydraulic power and a small steam-engine, employs 160 men, uses twenty-two bales of India and five of American cotton weekly; it has been in active operation the whole year, although it turns out only about two-thirds of the quantity usual in ordinary times for cotton. The wool factory is propelled with hydraulic power, employs 170 men, capital invested, 100,000 speciedaler.

The city of Bergen has three banks, with united capital of 2,238,639 specidaler, and four insurance companies. The yearly tax levied in the city of Bergen averages 67,000 speciedaler.

For the purpose of forming an idea of the extent of commerce between the United States and Norway, I have arranged the following tables:

Table showing the imports direct from the United States to Norway from January 1, 1851, to December 31, 1861.

Articles.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Beef, salted ... pounds			859	480			708				
Bread ... do	2,878	779	850				2,401	294	107	388	
Castings ... do	129	1,136		154							
Cheese ... do		434									
Clocks ... value	Spd. 51	Spd. 38		Spd. 73							
Coffee ... pounds	19,803	1,050	403	73,482			233				
Corn ... bushels						13,016					
Cotton ... pounds	441,200	817,062	897,606	733,137	999,598	1,513,425	404,538				333,479
Edge tools		418				935					
Flour, wheat	8,628	15,488		510		8,512	915	688	176	352	2,129
Hops		4,584	2,313								
Logwood, whole	57,784	11,180									
other forms			4,500								
Mar ... value	Spd. 120										
Paints, dye-stuff ... pounds	420	493					63				
Pepper ... do	4,660	5,767									
Pitch ... do	7,172										
Palm oil ... do	1,366										
Pimento ... do		583									
Pork ... barrels							247				
Rice, rough ... bushels	6,168	10,972	13,532	19,712	8,163						
shelled ... pounds	62,225	10,641	348	287	450		219	229		272	61
Rye ... bushels						4,900					
Rope, tarred ... pounds		11,145					81				
Sirup ... do	30,735						145				
Soap ... do	1,247						66			42	
Stearine candles ... do										34	
Sperm oil ... do	2,217										
Turpentine, spirits of ... do	1,104										
Sugar ... do	47,203								180		
Tin ware ... value	Spd. 94		Spd. 78								
Tobacco ... pounds	81,640	9,208	165,781		56,865	52,798	4	46,278			
Wax ... do			28								
Wadding ... do		127									
Wine ... do		3,812									
Whalebone ... do	287										

Table showing the exports from Norway to the United States from January 1, 1851, to December 31, 1861.

Boats ... value											Spd. 18
Codliver oil ... gallons										600	
Bar iron ... tons	1,213½	1,099½	1,165½	946½	424½	230	3,064½		236½	1,338½	453½
Stockfish, cod ... pounds					542,292						
other fish ... do					6,336						

PORSGRUND—CARL J. KRABY, *Consul.*

DECEMBER 31, 1862.

I herewith have the honor to transmit a brief statement of the condition of the United States consulate at Porsgrund up to this present date, December 31, 1862.

Since my last report to the Department of State no vessel belonging to the United States has entered the port of Porsgrund nor any other seaport in my district, except the port of Christiania, which port the ships Naples, of Bath, and State of Maine, entered and cleared during the last quarter. * * * Porsgrund is a small place of about 3,000 inhabitants, situated on the bank of the so-called Langesund, Porsgrund, and Skeens fyria, (river,) about fourteen miles up the river from sea; and, as the river at all times during the year has a strong current and flood, it is rather inconvenient for vessels to enter this port, especially without help of steam. During the cold season the river is generally frozen for months, and during this period, of course, all commerce is suspended. * * *

The commerce and direct trade between our nation and this consulate has hitherto been very limited, but I hope I shall succeed in getting a direct traffic and communication open between the United States and the south part of Norway, which direct intercourse of trade would, in time, be of much importance to both nations. And to accomplish a more extensive and direct connexion of trade between the two nations, I have encouraged a few ship-owners to send their vessels freighted with iron, fish, and other articles which are exported from this country to the United States to get exchanged for grease and other produce, as well as merchandise and American manufactures, of which articles this country is in much need. * * *

The commercial fleet of this consular district has heretofore been almost exclusively engaged in lumber trade with England, Canada, France, Holland, and Denmark, with the exception of twelve or fifteen first-class vessels employed in carrying emigrants to Quebec. The grease and produce consumed in this district have heretofore been mostly brought from the Baltic sea, Denmark, and Holland, while the manufactures are generally brought from England.

In this consular district there are ten large and extensive iron works steadily engaged in manufacturing bar iron, (without an equal number of foundries,) nail work, &c., of which articles bar iron and nails are the principal staples of shipment to England, France, Holland, and Denmark. In this district are also eight large machine shops, exclusive of the machine and cannon works at the royal navy yard of Horten. Ship wharves and building of vessels will be found at every seaport in the consulate.

The agriculture of the district cannot raise more than one-half of the produce consumed, as will be seen by the table of imports to this country. Almost the entire stock of animals among the farmers is exclusively of domestic breed and rather inferior.

I herewith submit a statement of the principal articles of export from the kingdom during the year ended December 31, 1861. Also a statement of the principal articles of import to this country during the same period.

I submit a statement of the merchant fleet, the class and number of vessels, tonnage and number of seamen engaged therein at the several seaports of the United State consular district of Porsgrund during the year ended December 31, 1861. I also transmit a full statement of the commercial fleet of Norway, with the aggregate number of vessels, tonnage, and seamen, and the arrival and departure of vessels belonging to the United States, Norway, and other nations, to and from this kingdom during the year ended December 31, 1861. I also submit a full statement and description of all light-houses and lights in this consular dis-

trict, from Frederickhald east under 10° 50′ 20″ to Cape Lindesnaes west, under 7° 3′ 11″ east of Greenwich, to December 31, 1862. I submit also a statement of the number of emigrants who have left the several seaports of this consulate, with the exception of Christiania, for the United States *via* Quebec during the year 1862. I also submit the principal part of the new tariff law of customs duties (to take effect on the 1st day of April, 1863,) on goods, wares, and merchandise imported into the kingdom of Norway. I submit also a brief statement showing the difference in importance of the several seaports of the kingdom, and how they are rated commercially to the year ending December 31, 1861. This information I have drawn from the government official report on commerce.

The emigration for the year 1863 from the jurisdiction of this consulate will, I think, be equal to the emigration of 1862, if not greater, although a great panic has prevailed among that class of people desirous to emigrate to the free United States of America. As to the essential cause of this, I have found that the leading press of this government is rather unfavorable to any emigration from the kingdom. The press of this Old World has always sought to profit by a wrong representation of our present affairs, and thereby to deter from and discourage emigration. I have translated and published in several newspapers of this district the act of May 20, 1862, which secures a homestead to actual settlers on the public domain. The publication, I must say, has worked remarkably well, and has reanimated the desire of the poor, but honest, laborers of this country to emigrate to the United States. * * * *

Statement showing the description, quantity, and value of the fish, lumber, iron, metal, fur, &c, exported from Norway during the year ended December 31, 1861, elaborated according to the latest government table.

Description.	Number of tons.	Number of barrels.	Number of pounds.	Number of gallons.	Number of pieces.	Value in dollars.	Note of exports to the United States.
Fish, dried, stock and cod fish			37,303,972				
dried, haberdine and smoked			24,652,924				
herring, salted		581,527					25 barrels
mackerel and other salt fish		46,134					6 barrels of mackerel
eggs (roe)		30,591					
fresh, sent to England						18,999	
anchovy sardines, 11,437 kegs						5,719	
smoked salmon			2,488				
salted salmon		58					1 barrel
fresh oysters		48					
fresh lobsters					1,480,699		
oil				2,026,546			300 gallons
guana		261,000					
Iron, in flat bars	1,464						412¼ tons
pigs and other shapes	94						
in sheets		109,351					
ores	334						
Copper	560						
Copper ore	1,334						
Wrought nails			50,801				
Brass			56,630				
Arsenic			10,000				
Brimstone			688,067				
Sulphur		1,737					
Zinc			6,204				
Nickel			1,337				
Cobalt, blue and refined			28,200				
Whetstones					251,000		
Bone	168		5,239				
Chrome, metal or ore	417						
Chrome salt			137,649				
Berry multer, &c.				7,649			

Statement showing the description, quantity, and value of the fish, lumber, &c.—Continued.

Description.	Number of tons.	Number of barrels.	Number of pounds.	Number of gallons.	Number of pieces.	Value in dollars.	Note of exports to the United States.
Caraway, cummin		2,373					
Oil-cakes			563,000				
Linseed cakes			742,000				
Glue			39,100				
Tar		870					
Lumber, in planks and sticks	1,069,471						
Skins, bear skins					16		
marten					460		
otter					1,509		
fox					3,968		
seal					35,726		12 pieces sealskin
reindeer			21,471				
sea-horse			118,998				
buck			70,816				
goat			97,232				
calf			234,398				
lamb			3,577				
Whale bone			519				
Sea-horse teeth			1,087				
Ice	27,538						
Bark	16,583						
Moss and stone moss, (Iceland)			85,256				
Wood oil				514½			
Strong beer				8,932			
Old cheese			1,326				40 lbs. old cheese
Stone, cut granite, &c	9,350						
Seal lard		2,463					

Statement showing the description, quantity, and value of grain, provisions, colonials, groceries, manufactures, &c., imported into Norway during the year ended December 31, 1861, *elaborated according to the latest government table.*

Description.	Number of tons.	Number of barrels.	Number of pounds.	Number of gallons.	Number of bushels.	Value in dollars.	Note of imports from the United States.
Rye, spring and winter					3,670,076		
Barley					2,670,212		
Wheat, spring and winter					172,612		
Beans and peas					188,792		
Oats					141,166		
Malt					22,136		
Buckwheat					52		
Maize (Indian corn)					8		
Meat (salt)			797,038				
Pork (salt)			1,229,233				
Sausages (salted and smoked)			76,275				
Butter			3,619,188				
Cheese			830,873				
Bread, dried, wheat and rye			135,735				
Flour, wheat		17,222					10 barrels wheat flour.
Flour, rye		82,710					
Barley meal		276					
Oatmeal		435					
Barley, pearl and other groats		11,104					
Rice and rice meal			1,685,960				
Coffee			10,568,992				
Sugar			9,610,398				
Sirup and molasses			2,266,004				
Tea			120,907				
Tobacco, chewing and smoking			3,642,330				
Soap, assorted			208,986				
Fruit, dried and green			519,886				
Candles, tallow and stearine			678,317				
Wine				190,123½			
Aquavitæ and whiskey				400,588			
Salt, cooking and rock		628,358					
Salt, table, Glauber, &c			352,760				

Statement showing the description, quantity, and value of the grain, provisions, &c.—Continued.

Description.	Number of tons.	Number of barrels.	Number of pounds.	Number of gallons.	Number of bushels.	Value in dollars.	Note of imports from the United States.
Cotton, in bales			3,275,964				303,617 lbs of cotton
Cotton goods, print, &c			999,555				
Linen, hemp and flax			5,586,934				
Linen and hemp goods			1,500,280				
Wool and woollen goods			1,068,728				
Silk			24,525				
White lead, paint and colors			1,663,646				
Glasswares, assorted			407,815				
Oil, linseed, rape, and sperm			1,789,311				
Oil, American, (castor oil)			33,324				
Oil, hemp, palm, &c			219,766				
Turpentine, &c			53,730				
Books						44,486	
Paper, writing, printing, tapestry, &c			1,004,255				
Machinery						52,481	
Lead, in rolls, plates, and pipes			47,863				
Tin, in rolls, plates, and pigs			31,515				
Zinc, in sheets, rolls, and bars			368,393				
Metal, all manufactured			252,393				
Steel			15,500				
Cannon, mortars, bombs, and shells			131,450				
Railroad iron, T	6,200						
Ship anchors, &c	118						
Iron, steel tools, agricultural, manufactured	1,757						
Dried and raw ox hides			2,770,673				
Leather and skins			485,274				
Feathers			170,853				
Hops			252,155				
Garden stuffs		46,710					
Stone coal and coke		1,442,073					

Statement showing the tonnage, number of vessels, and seamen of the merchant fleet of Norway, at the several ports of the United States consular district at Porsgrund, for the year ended December 31, 1861, elaborated according to the latest reports from the several custom-houses in the consulate.

Ports where the ships are owned.	Under 24 tons.			From 24 to 60 tons.			From 60 to 150 tons.			From 150 to 300 tons.		
	Number.	Tonnage.	Seamen.	Number.	Tonnage.	Seamen.	Number.	Tonnage.	Seamen.	Number.	Tonnage.	Seamen.
Frederickshald	9	132	18	14	553	47	8	842	56	23	5,343	243
Frederickstad	23	349	42	25	947	71	6	535	34	14	3,449	123
Sarpsborg	1	18	3	5	240	21	4	364	22	2	483	18
Moss	6	78	10	16	598	50	3	231	15	9	1,934	74
Drobak	22	370	44	15	559	43	3	258	13	13	3,167	103
Christiania	29	451	64	44	1,693	135	20	1,691	107	35	7,278	349
Drammen	3	63	9	21	776	63	24	2,659	139	59	12,490	468
Holmestrand	11	180	24	16	559	47	2	174	9	11	2,659	88
Horten	9	141	17	4	186	15	7	611	30	8	1,907	60
Tonsberg	43	574	113	24	872	85	24	2,773	138	107	24,390	900
Sandefjord	12	177	30	11	361	36	6	562	33	19	4,370	155
Laurvig	19	255	39	7	247	22	7	608	40	15	3,350	135
Skeen	4	48	9	6	252	24	6	623	33	10	2,316	87
Porsgrund	7	87	20	10	397	36	10	944	55	13	3,104	119
Brevig	12	151	24	11	430	32	13	1,311	54	14	2,917	108
Langesund	4	57	20	2	102	8	1	135	6	3	667	28
Krageroe	5	69	13	14	628	31	20	2,069	110	24	5,473	198
Osterrisoer	5	87	15	9	406	41	16	1,527	96	16	3,515	141
Tredestrand	14	165	33	12	475	41	5	608	31	20	4,761	158
Arendal	26	316	78	14	460	44	14	1,459	81	57	13,407	475
Grimstad	12	171	31	9	280	32	5	436	26	21	5,390	183
Lillesand	12	162	33	19	688	59	2	219	11	7	1,721	57
Christiansand	47	637	137	38	1,610	153	30	2,836	117	15	3,203	146
Total of all classes	335	4,738	826	346	13,319	1,136	236	23,475	1,256	515	117,294	4,416

Statement showing the tonnage, number of vessels, &c.—Continued.

Ports where the ships are owned.	From 300 to 600 tons.			Over 600 tons.			Total.		
	Number.	Tonnage.	Seamen.	Number.	Tonnage.	Seamen.	Number.	Tonnage.	Seamen.
Frederickshald	24	9,909	294	3	2,054	47	81	18,833	705
Frederickstad	27	10,736	278	7	4,436	90	102	20,452	638
Sarpsborg	6	2,590	76	....	.....	.....	18	3,695	140
Moss	4	1,895	50	3	2,106	47	41	6,842	246
Drobak	14	5,888	173	5	3,531	75	72	13,773	451
Christiania	58	25,864	752	20	15,048	338	206	52,025	1,745
Drammen	80	36,357	983	8	5,726	138	195	58,071	1,800
Holmestrand	19	8,384	274	3	2,241	48	62	14,197	470
Horten	3	1,564	36	2	1,398	30	33	5,807	188
Tonsberg	105	43,760	1,245	18	14,276	300	321	86,645	2,781
Sandefjord	40	16,893	497	5	3,639	80	93	26,002	831
Laurvig	32	14,508	365	9	7,079	157	89	26,047	758
Skeen	18	7,458	189	4	2,996	62	48	13,693	404
Porsgrund	18	7,254	199	11	8,012	176	69	19,798	605
Brevig	7	3,254	83	2	1,419	32	59	9,482	333
Langesund	3	1,130	34	....	.....	.....	13	2,091	96
Krageroe	40	18,084	464	6	4,139	87	109	30,462	903
Osterrisoer	32	13,969	400	9	6,187	147	87	25,693	840
Tredestrand	38	14,634	390	1	674	15	90	21,317	608
Arendal	129	56,151	1,499	32	24,694	513	272	96,487	2,690
Grimstad	60	26,255	695	12	7,765	167	119	40,297	1,134
Lillesand	16	7,215	192	....	.....	.....	56	10,005	352
Christiansand	15	6,575	217	7	5,659	122	152	20,520	952
Total of all classes	788	340,327	9,385	167	123,079	2,671	2,387	622,244	19,730

Statement showing the tonnage, number of vessels, &c.—Continued.

Ports where the ships are owned.	New-built vessels in the year.		Vessels bought from other nations in the year.		Vessels lying still during the year.		Vessels lost during the year.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Frederickshald	1	78					3	568
Fredericksstad	2	382	2	189	1	39	5	1,429
Sarpsborg							1	
Moss					1	15	6	972
Drobak								
Christiania							7	2,109
Drammen	1	48	7	3,041	1	102	6	
Holmestrand	1	33	1	291				
Horten					1	9		
Tonsberg	1	391	7	4,250	2	177	6	1,648
Sandefjord			1	508			3	
Laurvig	1	18					6	944
Skeen			1	302				
Porsgrund	2	730	3	677			4	1,221
Brevig					2	114		
Langesund								
Krageroe	4	989	1	460			1	824
Osterrisoer	3	1,804					3	1,091
Tredestrand	4	722			1	45	1	63
Arendal	7	2,983	8	5,140			4	1,350
Grimstad	6	1,503	1	397			2	847
Lillesand	2	314					1	27
Christiansand	5	469	3	2,414	2	87	3	614
Total of all classes	40	10,464	35	17,669	11	588	62	13,707

Statement showing the tonnage, number of vessels, and seamen of the commercial fleet of Norway to and from the kingdom, also the arrivals and departures of vessels of other nationalities, during the year ended December 31, 1861, elaborated according to the latest official statistical tables.

The commercial fleet of Norway consists of 5,493 vessels of all classes, manned by 33,953 seamen; tonnage 830,931. Hereunto is to be added the so-called fishing fleet, composed of 523 vessels; tonnage, 113,800 barrels of fresh fish, and manned by 1,512 seamen or fishermen. The total number of the merchant fleet of the kingdom of Norway is 6,016 vessels and 35,465 seamen, without the pilots and pilot-boats.

During the year 1861, the number of vessels arrived at the several ports of the kingdom was 11,473; tonnage 1,756,228, of which 5,692 vessels, of 571,516 tonnage in general cargo, and 5,781 vessels, of 1,184,712 tonnage, in ballast. Out of this number, 6,863 vessels, of 1,340,121 tonnage, belong to the kingdom, and 4,610 vessels, of 416,107 tonnage, to other nationalities.

Cleared from different custom-houses in Norway during the year 1861, 10,994 vessels; tonnage 1,592,874, of which number 9,528 vessels, and 1,257,911 tonnage, with various freight for export, and 1,466 vessels, of 334,963 tonnage, in ballast. Out of this number 6,426 vessels, of 1,180,714 tonnage, belonged to Norway, and 4,568 vessels, of 412,160 tonnage, belonged to other nationalities.

During the year 1861, 4 vessels, of 1,169 aggregate tonnage, belonging to and from the United States, arrived in the kingdom, viz: 1 vessel, of 494 tonnage, with assorted cargo, at the port of Christiania; and 1 vessel, of 177 tons, at the port of Christiansand; and 1 vessel, of 270 tons, with full cargo, and 1 vessel, of 228 tons, in ballast, both at the port of Hammerfest.

Statement showing the names, situation, and the peculiar marks of all the light-houses and lights in the United States consular district of Porsgrund, on the south coast of Norway, from Frederickshald, east, to Cape Lindesnaes, west.

Number and name of the lights.	Situation of the lights.	Latitude north.	Longitude east of Greenwich.	Number of lights.	Steady or revolving lights.	Time between the beam of light if not steady.	Distance the light can be seen.	Time of burning.	Peculiar marks of the light-house.	Height from common flood to lantern.	Height from the ground to the top of lantern.	Year when built.
		° ′ ″	° ′ ″				Miles.			Feet.	Feet.	
1. Hegholmen....	On a small island of the same name, one-quarter of a mile from Christiania.	59 53 5	10 43 30	1	Steady.....	.....	1	From the 15th of July to May 15, when the bay is not frozen to Ringebo.	Placed on the balcony of a wooden building.	24	8½	1826
2. Steilene.....	On Steilene, in the bay of Christiania.	59 49 22	10 36 30	1	....do.....	.....	1½	From 31st of July to the 31st of May, when the bay is not frozen to Steilene.	.....do.....	23	8½	1837
3. Filtveat.....	On the point of Filtveat, on the west side of the bay of Christiania.	59 34 40	10 37 40	1	....do.....	.....	1½	From the 15th of July to May 31, when the bay is not frozen outside the isle Basto.	.....do.....	25	14½	1840
4. Rodtangen....	At a point of the same name on the bay of Drammen.	59 31 40	10 26 20	1	....do.....	.....	1½	.....do.....	.....do.....	36½	8½	1840
5. Basto.....	On the northeast point of the island of the same name, in the bay of Christiania.	59 23 20	10 33 0	1	....do.....	.....	3	The whole year.....	.....do.....	38½	21	1848
6. Moss, (harbor light.)	On the east side of the south inlet of Moss canal, and 260 feet from the mouth of the canal.	59 26 25	10 39 50	1	Steady, with a deep red color.	.....	¾	From the 1st of October to March 31.	Gas-light on a lamp post.	.....	.....	1857
7. Torgersoen....	On the northwest point of Tergen's island, with the inlet of Wall's Saltwork harbor.	59 15 30	10 30 55	1	Steady.....	.....	¾	From July 15 to the 1st of March.	Placed on the balcony of a wooden building.	11	6	1851
8. Fuglehuk.....	On the Fuglehuk and on the east side of Bolleruc island, in the bay of Christiania.	59 11 0	10 30 45	1	Steady and revolving.	Revolving light every 3 min.; steady 2′ 30″, and dark 0′ 10″.	3½	The whole year.....	White square stone tower.	56	42	*1850
9. Torgenten....	On the south point of Torgenten, Strim Aangen on the east side of the mouth and bay of Christiania.	59 9 28	10 50 20	1	Steady.....	.....	2½	.....do.....	Placed on the balcony of a wooden building.	36	9½	1859

* In thick and cloudy weather a bell is rung every half hour during the day, and every quarter of an hour during the night.

Statement—Continued.

Number and name of the lights.	Situation of the lights.	Latitude north.	Longitude east of Greenwich.	Number of lights.	Steady or revolving lights.	Time between the beam of light if not steady.	Distance the light can be seen.	Time of burning.	Peculiar marks of the light-house.	Height from common flood to lantern.	Height from the ground to the top of the lantern.	Year when built.
		° ′ ″	° ′ ″				Miles.			Feet.	Feet.	
10. Lille Forder	On a small rock or reef of the same name, on the west side of the inlet of the bay of Christiania.	59 2 0	10 32 5	1	Steady		6	The whole year	Round iron tower with a broad white belt.	156	135	*1857
11. Stavornsodden	On a point of the same name with the old marine harbor, Fredericksvein.	58 59 30	10 4 30	1	Steady, with a green light.		2	From 15th of July to the 1st of June.	do	102		1855
12. Langotongen	On the south point of Lango island, at the inlet of Porsgrund and Skeen's bay.	58 59 45	9 45 50	1	Steady		3	The whole year	Yellow painted square tower.	42	18½	1839
13. Tompulana	On a large island of the same name.	58 52 10	9 36 15	1	Revolving	Revolves every half minute, with dark intervals.	5	do	White round stone tower.	135	87½	1839
14. Strangholmen	On a little island at the inlet of Risoer.	58 42 10	9 15 00	1	Steady light		2½	do	Placed on the balcony of a wooden building.	34½		1855
15. Torungerne	One light on the great island of the same name, and one light on the little island of the same name.	58 24 5 58 24 50	8 47 45 8 48 00	2	Steady	N. 2° W., and S. 2° E., 3,600 feet.	5	do	Both of them white round stone towers.	135	100	1844
16. Sandrigsodden	On the west side, at the inlet to the city of Arendal.	58 26 30	8 47 25	1	do		3	do	Placed on the gable end of a yellow painted house.	44	18½	1844
17. Oxó	On the west side of the Oxó island, at the inlet to the city of Christiansand.	58 4 25	8 3 35	1	do		5	do	White round stone tower.	140	95	1832
18. Oddero	On an island of the same name in the bay of Christiansand.	58 8 10	8 0 30	1	do		2½	Light towards the sea the whole year, but is extinguished against the harbor from May 31 until August 1.	Wooden building with umbrella roof in front.	28	9½	1832
19. Lindesnaes	On Cape Lindesnaes	57 59 0	7 3 0	1	Revolving	Revolves every minute with dark intervals; can be seen three miles off.	6	The whole year	Red round iron tower on the top of a 6-cornered white stone tower.	165	33	†1723

* In thick and cloudy weather a bell is rung every half hour during the day, and every quarter of an hour during the night.

† Rebuilt, 1853.

The following is a summary statement of the number of emigrants, and of the tonnage and number of vessels in which they sailed, from the several ports of the consular district of the United States at Porsgrund, for the United States, *via* Quebec, during the year ended December 31, 1862:

Number of vessels	13
Tonnage	6,181¼
Number of emigrants:	
Over 14 years	1,301
Between 1 and 14	123
Under 1 year	23

Statement showing the relative importance of the several seaports of the Kingdom of Norway, and how they are rated commercially, during the year ended December 31, 1861, *according to the government official report.*

1. The table of commerce will show that, during the year 1861, the arrival of vessels to the port of Christiania was 1,557 of all classes; tonnage, 227,189½; of which number 860 belonged to foreign nations. In the same year were cleared from this port no less than 1,087 vessels, of 171,881 tonnage, of which number 717 belonged to foreign nations.

2. At the port of Bergen there arrived, during the same year, 865 vessels, of 109,889 tonnage, of which number 511 belonged to foreign nations; and during the same year the number of vessels cleared from the port was 841, of 103,797¾ tonnage, of which 463 vessels belonged to foreign nations.

3. At the port of Christiansand there arrived, during the year 1861, 751 vessels, of which number 264 belonged to foreign nations; while, during the same year, 814 vessels cleared from the port, of which number 324 belonged to foreign nations.

4. At the port of Drammen the custom-house will show that the number of vessels arrived in port was 729, of which 210 belonged to other nations; while, during the same year, there cleared from the port 818 vessels, of which 226 belonged to foreign nations.

5. The fifth port of importance, of commerce and shipping, is Arendal; the sixth is the port of Frederickstadt, the seventh is Slavanger, the eighth is Laurvig, the ninth is Tonsberg, the tenth is Kragero, the eleventh is Sarpsberg, the twelfth is Frederickshald, the thirteenth is Brevig, the fourteenth is Throudhjem or Drouthem, the fifteenth is Osterrisoer, the sixteenth is Skeen, and the seventeenth is Porsgrund, the most important commercial seaport in the kingdom. During the year 1861 there arrived at this port 211 vessels, of 49,798 tonnage, of which number 20 vessels belonged to foreign nations. During the same year there cleared from this port 266 vessels, of 55,115½ tonnage, of which number 37 vessels belonged to foreign nations, principally appertaining to the kingdom of Denmark.

The remaining twenty-six seaports in the kingdom are of less importance, and of which number the port of Levanger is the least of all as a shipping port. During the year 1861 no vessel arrived at that port, while in the same year 7 vessels, of 866 tonnage, were cleared.

RUSSIA.

ST. PETERSBURG—WM. EDWIN PHELPS, *Consul.*

DECEMBER 29, 1863.

On the receipt of despatch No. 15 I submitted it to a custom-house broker, who informs me that, strictly construed, the laws of Russia prohibit the importa-

tion of articles hermetically sealed, but that it is the practice of importers to make no declaration as to the mode of packing; in which case fruits and other articles, put up in air-tight packages, are admitted, after an examination, at a duty of ten per cent. So long as the government relies upon the custom-house examination, it is presumed that no smaller amount would be considered a sufficient safeguard. It is not improbable, however, that if the attention of the imperial ministry should be directed to the subject by the United States minister, they would substitute some other form of verification for the present mode by examination. * * *

ODESSA—TIMOTHY SMITH, *Consul.*

DECEMBER 31, 1862.

* * * No American vessels have visited this port during the fourth quarter of 1862.

* * * The business of Odessa continues to be dull. * *

FEBRUARY 21, 1863.

I enclose herewith a tabular statement showing the principal exports from the whole of Russia, from all the southern ports, and from Odessa alone, during the five years from 1857 to 1862.

From this it appears that three hundred and sixteen millions and a quarter of bushels of grain have been sent from Russia during the five years. Of this amount one hundred and sixty-eight millions of bushels have been sent from all the southern ports, and eighty-nine millions of bushels from Odessa alone.

During the same time the quantity of wheat exported, it appears, has been (to consider that article by itself) from all Russia about one hundred and twenty millions of bushels; from the ports of the Azoff and Black seas about ninety-five millions of bushels, and from Odessa alone thirty-six millions of bushels.

Of tallow, it appears that six hundred and forty-six millions of pounds have been exported in the five years from all Russia; ninety-eight millions of pounds from the ports of the south, and sixty-eight millions of pounds from Odessa alone.

One hundred and ninety-eight millions of pounds of wool have been exported in the same time from all Russia; ninety-one millions of pounds from the southern ports, and forty-four millions of pounds from Odessa alone.

The total value of all Russian products exported during the same time, from all Russia, is eight hundred and twenty-eight millions of roubles; from all the southern ports two hundred and seventy-one millions, and from Odessa alone one hundred and forty-seven millions of roubles. (See statement No. 2.)

MARCH 2, 1863.

* * * * *

I enclose a translation of an article from the Odessa Journal, relating to the obstacles in the way of telegraphic communication in the neighborhood of the sea of Azoff. Strong winds blowing, and accumulations of ice from the damp atmosphere gathering upon the wires, break them and tear off the insulations, rendering telegraphic operations, a great portion of the time, impossible.

I also enclose seven statistical tables, showing, in the first, the quantity of grain in store at Odessa January 1, 1863; in the second, the quantity of wool and tallow in store at the same time; in the third, account of sales of grain upon the market during the year 1862; in the fourth, quantity of different kinds of grain exported, and its destination, during the year 1862; in the fifth, quantity of wool and of tallow exported in 1862, and its destination; in the sixth, num-

ber and nationality of vessels and steamers cleared during the year 1862; in the seventh, quantity of grain brought into Odessa during the year 1862.

From these tables it would seem that the produce trade in 1861 was at least fifty per cent. greater than in 1862. * * * It appears from a note published in the Northern Post that this winter the telegraph line established along the coast of the sea of Azoff, from Novotcherkask to Kherson, as also the southern portion of the line going from Marioupol to Bakhmout, in the government of Catherinoslav, have frequently suffered from the effects of the wind, which blows with extreme violence in those regions, absolutely destitute of all kinds of trees. Similar accidents have been produced in former winters. Another circumstance concurs in making difficult the telegraphic service over these lines.

On the coasts of the sea of Azoff the atmosphere is all the time loaded with watery vapors, (or fogs,) which are condensed quickly from the action of cold, and, deposited upon the conducting wires, form upon them large pieces of ice, the weight of which breaks the wires, and tears off the thick iron hooks of the isolators, (or insulators.) It is hardly possible to overcome the obstacles which arise for telegraphing under consideration of climate so unfavorable.

The repair of the damaged wires offers the greatest difficulties, and demands a considerable time; so that the transmission of despatches is, in accidents of this kind, suspended. These interruptions are generally of sufficiently long duration.

No. 1.

Tabular statement showing the quantities of grain and other cereals in store at the port of Odessa January 1, 1863.

Possessors.	WHEAT.				Rye.	Corn.
	Soft.	Wheat of Sandomirka.	Wheat of Ghirca.	Flint wheat.		
	Chet.	*Chet.*	*Chet.*	*Chet.*	*Chet.*	*Chet.*
In the hands of producers and speculators	185,000	13,000	175,000	11,500	32,500	72,000
In the hands of exporters	175,000	16,000	47,000	1,500	8,000	17,500
	114,000	13,000	33,000	10,500	3,500	22,000
At the steam mills	21,000	.....	3,000	.....	.....	.....
Total	495,000	42,000	258,000	23,500	44,000	111,500

No. 1—Continued.

Possessors.	Barley.	Oats.	Linseed.	Rape seed.	Peas.	Total.	Remarks.
	Chet.	*Chet.*	*Chet.*	*Chet.*	*Chet.*	*Chet.*	
In the hands of producers and speculators	7,500	7,000	1,500	.....	3,000	508,000	For sale.
In the hands of exporters	2,000	1,500	2,000	.....	2,500	273,000	For sale.
	.....	.....	14,500	8,000	300	218,800	For export.
At the steam mills	.....	.....	.....	.....	.....	24,000	For loc. consumption.
Total	9,500	8,500	18,000	8,000	5,800	1,023,800	

No. 2.

Tabular statement showing the wool and tallow in the hands of producers and exporters at the port of Odessa on the first of January, 1863.

Wool.		Tallow.	
	Bales.	In the hands of—	Barrels.
Merinos and washed	800	Producers	2, 600
Douskey and Crimean	100	Exporters	600
Total	900		3, 200

No. 3.

Tabular statement showing the sales of grain at the port of Odessa for the year ended December 31, 1862.

	Chetwerts.
Wheat (soft)	542, 300
Wheat of Sandomirka	71, 000
Wheat of Ghirka	356, 050
Wheat (flint)	65, 800
Rye	159, 600
Maize	130, 600
Barley	139, 400
Oats	6, 400
Oleaginous grains	116, 850
Total	1, 588, 000

No. 4.

Tabular statement showing the exportations of agricultural products from the port of Odessa for the year ended December 31, 1862.

Destination.	Wheat.	Rye.	Corn.	Barley.	Oats.	Peas.	Flour.	Oleaginous grains.	Total.
	Chetwerts.	*Chet.*	*Chet.*	*Chet.*	*Chet.*	*Chet.*	*Chet.*	*Chet.*	*Chet.*
Black sea and Constantinople	21, 810	4, 835	810	.....	.....	319½	30, 296	2, 758	60, 828½
Mediterranean and Adriatic	640, 318	4, 788	34, 676	23, 681	14, 459	8, 163	1, 265	49, 241	776, 591
Great Britain	649, 095	39, 023	254, 917	157, 862	710	4, 702	11, 297	126, 546	1, 244, 152
Continent	15, 350	84, 657	.....	5, 767	.....	979	.....	28, 000	134, 753
Portugal	28, 263	.....	5, 910	2, 500	.....	.....	.....	.....	36, 673
Norway	.....	65, 555	.....	.....	.....	.....	.....	.....	65, 555
Total	1, 354, 836	198, 858	296, 313	189, 810	15, 169	14, 163½	42, 858	206, 545	2, 318, 552½
Exported in 1861	1 636, 548	367, 771	307, 145½	232, 760½	176, 981	14, 404	35, 028	325, 140	3, 095, 778

No. 5.

Tabular statement showing the exportations of wool and tallow from the port of Odessa for the year ended December 31, 1862.

Destination.	MERINO AND MIXED.			ZIGAYO, ORDINARY.	Total.	Tallow.
	Washed.	Foreign.	Unwashed.	Washed.		
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Barrels.*
France	59,423	10,210	32,881	17,910	120,424	26,860
Great Britain	23,414	.....	.....	39,700	63,114	38,281
Germany and Austria	21,333	36,483	4,141	10,571	72,528	69,468
Belgium	15,959	.....	15,840	.....	31,799	.....
America	.....	.....	6,690	12,024	18,714	.....
Constantinople	.....	.....	.....	.....	.....	13,572
Total pounds	120,129	46,693	59,552	80,205	306,579	148,181
Exportation 1861	160,361	.....	47,077	122,842	330,281	162,861

No. 6.

Tabular statement showing the number and nationality of sailing vessels and steamers employed in the export trade of Odessa for the year ended December 31, 1862.

Nationality.	No. of sailing vessels.	No. of steamers.
Italian	228	.....
Austrian	138	41
British	109	15
Scandinavian	68	.....
Finnish	58	.....
Russian	40	100
Prussian	36	.....
Greek	34	.....
Mecklenburgers	28	.....
French	19	.....
Turkish	11	.....
Asiatic	5	.....
Belgian	4	8
American	3	.....
Hanoverian	4	.....
Dutch	1	.....
Swedish	.....	1
	786 165	165
Total	951	.....

In 1861, number of sailing vessels 973; number of steamers 171; total, 1,144 Decrease in 1862 of 193.

No. 7.

Comparative tabular statement showing the movements of grain at the port of Odessa for the year ended December 31, 1862, *with the totals of the year* 1861.

Articles.		1862.	1861.
	Chetwerts.		
Wheat exported	1,354,836		
reduced to flour	300,000		
reduced to flour, for sale	30,000		
on hand January 1, 1863	818,000		
	2,503,836		
on hand January 1, 1862	961,500		
approximate importation by land and sea, and domestic, in round numbers		1,542,000	2,412,500
Rye, exported	198,858		
on hand January 1, 1863	44,000		
	242,858		
in depot January 1, 1862	142,000		
importations as above, not including local consumption		101,000	407,800
Maize, exported	296,313		
in depot January 1, 1863	111,500		
	407,813		
on hand January 1, 1862	241,500		
imported as above		166,500	520,400
Barley exported	189,810		
in depot January 1, 1863	9,500		
	199,310		
on hand January 1, 1862	162,000		
imported as above		38,000	338,200
Oats exported	15,169		
in depot January 1, 1863	8,500		
	23,669		
in depot January 1, 1862	49,000		
Importations		.....	183,000
Oleaginous grains—			
exportations	206,545		
in depot	26,000		
	232,545		
in deposit January 1, 1862	51,000		
Importations as above		182,000	345,600
		2,029,500	4,207,500

MARCH 7, 1863.

In answer to the circular from the Department of State, No. 29, on the subject of consular authority to administer oaths in Russia, I respectfully submit a copy of my letter to the new governor general, Kotsebue, and a copy of his reply. I also enclose a translation of the same correspondence.

From this it appears that false swearing under oath administered by consuls does not constitute the crime of perjury in the sight of Russian laws, and that consuls are not recognized in this country as having authority to administer oaths. I shall, therefore, comply with the instructions of the circular before mentioned, requiring oaths to be taken hereafter before a legal authority of the country. * * *

No. 59.] UNITED STATES CONSULATE,
Odessa, February 5–17, 1863.

MR. GOVERNOR GENERAL: Presenting my respects to your excellency in this first official communication, I beg you to do me the honor of giving definitive answers to the following questions:

First. Is the consul of the United States (or of other countries) recognized by the laws of Russia as having authority to administer oaths?

Second. Does false swearing before a consul constitute, in accordance with the Russian law, the crime of perjury?

Third. Persons who have sworn falsely, after having taken oath before a consul, (whether they be subjects of Russia or foreigners,) can they be successfully prosecuted for the crime of perjury under the aforesaid Russian laws?

I improve this opportunity to assure your excellency of my high consideration.

TIMOTHY C. SMITH,
United States Consul.

SUPERIOR ADMINISTRATION OF NEW RUSSIA AND BESSARABIA.

No. 52.—Odessa.] DIPLOMATIC BUREAU,
February 15–27, 1863.

Mr. Consul of the United States of America, at Odessa:

In answer to the favor which you have had the kindness to address to me, dated 5th–17th January (February) last, under No. 59, I have the honor to inform you, in advance, before referring the matter to the imperial minister of foreign affairs, that by the general tenor of the Russian law the power of administering oaths in Russia *for Russian subjects* is limited exclusively to the authorities of the country.

This principle established, it remains for me only to add, in answering your other two question concerning the character of a false oath taken before a consul, and the process to be instituted according to Russian law, that it does not interfere with the proceedings of foreigners, with their respective consuls, so long as there is no infringement of it, and that it pursues for perjuries only when committed before the authorities of the country.

The Governor General, Aide-de-camp General,
KOTSEBUE.
The Diplomatic Agent,
LEON JOANOVSKI.

MARCH 25, 1863.

I enclose herewith a statement exhibiting the commerce of Taganrog during the year 1862.

From this statement it appears that 1,042 vessels of different nations have visited that port during the year; that they have brought imports to the amount of 3,660,420 roubles, and have taken away exports to the value of 19,398,465 roubles.

Taganrog may be considered, I think, after Odessa, the most important port in the south of Russia. The growing commerce and opening communication by

way of the Don and the Volga with the Caspian provinces and the western and central regions of Asia will make it in a few years still more important on account of its situation at the limit of river navigation on the one hand, and at the beginning of sea navigation on the other. I think, moreover, that the natural impulse which free labor gives to the growth and business and industry of all cities will, in a few years, be manifest in Taganrog, as well as in the other cities and towns of Russia.

* * * * * * * * * *

I enclose also a rude plan of the present harbor of Odessa and the proposed improvements. The work of paving the streets is beginning. The contract for gas-lighting the city is yet open to all bidders. Projects for bringing the water of the Dneister into the town are debated, but are not yet matured. I would give something of an idea of what serfdom has done, and would be likely to always do, for Russia, if continued, were I to write that nine-tenths, if not nineteen-twentieths, of all the water for drinking, for washing, for the use of the fire-engines, and for all other purposes, is still brought into this city in barrels or hogsheads, by watermen with horse-carts, day after day, and taken to every house at so much per month, (according to the quantity used,) averaging, perhaps, three to five roubles per month for each family. Cistern water, a luxury that all might enjoy, at present only a few understand.

APRIL 19, 1863.

I have to inform you that the contracts for the construction of a railway from Odessa to Kiro, on the river Dnieper, by way of Kryjöpol, with a branch road to the river Dniester, through Tirappol, have been confirmed. The work on the railway must begin within one year, and be completed, the first half, by the year 1868, and the second half by the year 1870. The government guarantees to the company five per cent. net revenue during the term of their privilege—eighty-five years. The estimated cost of the road is fifty-five millions of roubles, or eighty-five thousand roubles for each verst, the distance being 647 versts.

The work of paving the streets of Odessa with granite parallelopiped blocks has begun, and is to be finished by the year 1870. The contract is for three millions of roubles.

The commercial world still complains of dulness and inactivity in business. No American vessels have visited this port during the past quarter, and the number of vessels of other nations which have arrived here has been, compared with other years, small during the same time. * *

MAY 12, 1863.

In my despatch No. 3, dated March 7, 1863, I enclose copies of a correspondence with the governor general relative to consular authority in Russia to administer oaths. In that correspondence it was decided, in general terms, that consuls have not authority to administer oaths in Russia, and that false swearing before consuls does not constitute the crime of perjury.

I have now received another letter from the governor general, in continuation of the same subject, by which the decision before mentioned is modified, so far as American citizens are concerned, in cases of litigation arising from disputes between the captains and crews of American vessels. In such cases consuls of the United States are decided to have authority to administer oaths, and false swearing, in such cases, under oath taken before their consul constitutes a crime which can be prosecuted for, and punished under the laws of Russia, but only at the special request of the consul himself. I enclose a copy of the letter alluded to and a translation. I enclose also a copy of a translation from the "Odessa Journal" of a government document establishing the duties on sugar

at two and a half roubles, and at four and a half roubles the pood, and taking off the prohibition to entry from crushed or pounded sugar, and sugar in lumps, which has heretofore existed, and making the placing banderoles on loaves of sugar imported henceforth unnecessary.

GENERAL GOVERNMENT OF NEW RUSSIA AND BESSARABIA.

No. 205.] DIPLOMATIC BUREAU, *Odessa, April* 28, 1863.

To the Consul of the United States of America:

SIR: In continuation of my note of February 15 and 27 of the present year, under No. 52, I have the honor to inform you, in answer to your communication of the 5th–17th of the same month, No. 59, that the imperial government, confirming the opinion expressed in my aforementioned note, finds that—

1st. "Regarding your question, whether the consul of the United States is recognized by the Russian laws as having authority to administer oaths."

The consul of the United States of America, in virtue of article VIII of the treaty of 6th–18th of December, 1832, concluded between Russia and the United States, has the right of constituting himself judge and mediator in every kind of litigation between captains and crews of ships of his government; consequently, the Russian law recognizes in the consul of the United States, as well as in the consuls of the other nations who have concluded declarations and treaties of commerce and of navigation with Russia, containing the clause conformably to article VIII above mentioned of the treaty of 6th–18th December, 1832, the right *in these cases* to administer oaths exclusively to their countrymen.

2d. For the question "whether, according to the Russian laws, false swearing before a consul constitutes the crime of perjury?"

If the consul of the United States is recognized, in the cases given, as judge, that is to say, having the right to administer oaths to his countrymen, a false oath taken before a consul by one of his countrymen, in litigations aforesaid, must be considered according to our laws as a crime.

3d. For the question, finally, "whether individuals, Russian subjects or foreigners, who have sworn falsely, having taken oaths before a consul, can be prosecuted for the crime of perjury according to the Russian laws."

Russian subjects can take oaths *only before their local authorities*, but a citizen of the United States of America having taken, in the cases mentioned above in an inquiry, a false oath before his consul, can be prosecuted under the Russian laws as having committed a crime within the limits of the empire, but only after a formal request of the consul himself.

The Governor General, Aide-de-camp General,
KOTZEBUE.
Consul of State Actual, Diplomatic Agent,
LEON IVANOVSKY.

The 14th of the month (April, 1863,) his Majesty the Emperor has deigned to sanction a decision of the council of the empire, of which this is the enacting clause:

1st. For commerce by the European frontiers, the duty of entry upon unrefined sugar imported by way of the land is fixed at 2 roubles 50 kopecks the pood, and the duty of entry upon refined sugar imported by sea at 4 roubles 50 kopecks per pood. In consequence of these arrangements, that one established in 1862 is and remains abolished, according to which these kinds of sugar imported by railway for paying the duties at the custom-houses at ports, and at

that of Moscow, were passable with the duty of importation by sea and not by land.

The duty of entry upon refined sugars imported by the ports beyond the Caucasus, in the Black sea, is maintained such as the tariff of 1857 established it.

2d. Every kind of (pile pounded) sugar can be admitted to importation, as well by sea as by land, by paying the duty imposed upon unrefined sugar; and, consequently, the words "unrefined sugar, without distinction of shades," of article 99 (1) of the general tariff of 1857, will be replaced by these "unrefined and pounded sugar, without distinction of shades."

3d. The placing of banderoles upon loaves of refined sugar at the custom-house, as well as the prohibition of sugar in lumps to entry, is and remains abolished; consequently, the words "refined sugar in loaves" of the same article 99 will be replaced by these, "sucre raffine, melis, lump et sucre candi en pains et en morceaux."

OCTOBER 17, 1863.

I herewith enclose a statement showing the value in roubles of each one of the principal articles imported at Odessa for every month during the year from the 1st of October, 1862, to the 30th September, 1863—the whole amount imported during the year being, in round numbers, about eleven millions and a half of roubles, or two millions and one-fourth less than last year. I also enclose an account of the number of vessels, of all nations, departed from Odessa for foreign ports during the year; and also a statement showing the amount of each one of the principal articles exported during the same time. From these it appears that the number of vessels cleared has been seven hundred and forty-three, or nearly one third less than the preceding year; and of this number about one-fourth, or one hundred and eighty-seven, have been Italian, one hundred and sixty-two have been Austrian, one hundred and thirty-nine Russian, sixty-eight English, and eighteen French; and furthermore, it appears that the exports have amounted to twenty-nine millions, or about three and one-fourth millions less than last year. This falling off in the trade has been noticed all the while, and many complaints have been made in relation to it, and many fears indulged with regard to the future prospects of the commercial interests of Odessa and the industrial interests of all northern Russia.

Two causes have chiefly contributed to produce this result: the one, the want of cheap means of transportation of agricultural products from the far interior to this port; and the other, the low prices obtainable for such products in the markets of western Europe, on account of the great competition in those markets afforded by the unexampled productive resources of the United States. The first of these causes the government has, in response to the urgent solicitations of all classes of people, undertaken to obviate by commencing energetically the construction of railways to the Dniester, with the design of continuing it up that river to Kiro, and ultimately extending it to Moscow, by establishing steam navigation upon the rivers and steam communication with the ports of the sea of Azoff. To encourage the people of Odessa the government has also granted them the privileges of a municipality; has established here also the university for southern Russia, and has enlarged and improved the port. The government has, moreover, contracted with an English company for a railroad from Sevastopol to Moscow, which will, without doubt, be connected at some convenient point with the others, and it is expected that a branch will be made to the coal regions in the valley of the Donets, and perhaps extended to Kalache, on the Don, to meet there the railway between that river and the Volga. When these several works shall be fully accomplished, and in successful operation, a network of communication will be thus formed which will go far towards securing comparatively an easy and cheap means of transportation from the great producing

regions of the interior to Odessa, and thus the first of the two causes alluded to above, of hindrance to the commercial prosperity of this city, will be to that extent removed. By the terms of the railway contract from Sevastopol to Moscow, the southern terminus of that railway (supposed to mean the city of Sevastopol, though not so expressly stated) is declared to be a free port. This may in time operate against Odessa and in favor of Sevastopol, unless the government should see fit to restore to Odessa also that same advantage which it formerly enjoyed. There is no doubt that a deficiency in the crops last year may have had some influence in lessening business, but this year the crops have been generally abundant and of superior quality. Still there is the same inactivity in business, and merchants say "to do business now is only to throw away money." * * *

The principal exports have been, as usual, wheat, corn, rye, and other grains, wool, tallow. The principal markets have been London and Marseilles; but of wool a good portion has been sent, either directly or indirectly, to the United States. During the year twenty-nine invoices of wool have been certified at this consulate for shipment to America, amounting in gross to something like a million of roubles. The value of wheat exported has been 15,472,674 roubles; of rye, 91,611 roubles; of corn, 1,870,732 roubles; of wool, 6,770,865 roubles; of tallow, 617,657 roubles; of flour, 978,896 roubles; of linseed, 1,111,763 roubles. The average prices of exports have been, for wheat, $1 to $1 10; for rye and corn, 50 to 60 cents per bushel; for common wool, 17 cents; merino wool, forty-five cents per pound; linseed, $1 30 to $1 50; oats, 37 to 40 cents; barley, 40 to 45 cents per bushel. Of imports the average price of coffee has been 25 to 30 cents; tea, $1 50; sugar, 17 cents; of tobacco, 50 cents; oil, 20 to 25 cents per pound. The prices of manufactured goods, especially of cotton goods, has been considerably higher than last year.

Vessels have been freighted for New York at the rate of fifty-two to sixty English shillings per ton. No American vessels have arrived at this port during the year. * * *

Since my report last year the sugar manufactories from the beet-root have many of them failed, and that branch of industry in Russia is beginning to decline, as appears from the fact that this year 264,772 roubles' worth of sugar have been imported at Odessa, in place of six or seven hundred roubles' worth only of the preceding year.

The American Captain Pierce, with other Americans, continues to work on his contract for supplying railroad ties to the French railway company at Marseilles. He gets them on the east coast of the Black sea, near Poti, and delivers them at Marseilles at such a rate (I think about one dollar and a quarter each) as to afford a fair margin for profits. Colonel Gowen, the American who has contracted for and succeeded in raising the sunken ships in the harbor of Sevastopol, has entered into engagements to put a line of steamers on the Kouban river, which flows from the northern slope of the Caucasus into the Azoff and Black seas, and to run them for a number of years. He is also engaged with a company of men in boring wells for petroleum in the vicinity of the Caspian. He has cleared a large tract of land for the purpose, and expects to realize a fortune from the enterprise. A field is now opening for engineers and sub-contractors of all kinds in the railroad undertakings and other improvements in Russia. The English company is progressing with the paving of the streets of Odessa. The gas contract is still open for bidders.

Tabular statement showing the value in roubles of the exports from the port of Odessa for each month of the year ended September 30, 1863.

Description.	October.	November.	December.	January.	February.	March.
	Roubles.	*Roubles.*	*Roubles.*	*Roubles.*	*Roubles.*	*Roubles.*
Rye	84, 871	.....	.....	.....	41, 000	14, 500
Wheat	1, 660, 915	1, 148, 811	1, 095, 738	840, 345	1, 815, 401	1, 674, 110
Barley	56, 684	33, 516	18, 450	.....	150	.....
Oats	7, 188	.....	.....	.....	30	.....
Corn	72, 200	222, 615	239, 387	103, 715	190, 320	121, 640
Flour and meal	79, 075	93, 453	102, 106	93, 970	35, 387	39, 172
Rape and linseed	108, 343	284, 989	137, 221	24, 000	150, 000	38, 000
Tallow	39, 203	70, 688	65, 205	64, 690	82, 936	51, 934
Wool	1, 533, 390	353, 553	119, 315	.....	20, 050	20, 600
Leather and hides	5, 745	8, 670	11, 444	13, 930	21, 870	14, 640
Iron	.....	.....	.....	.....	.....	300
Cordage	17, 138	11, 060	8, 808	4, 580	10, 510	11, 206
Linen	464	656	725	200	950	386
Wood	384	15	.....	5	20	1, 540
Furs	.....	.....	.....	.....	.....	.....
Peas and beans	38, 393	22, 192	28, 112	25	16, 872	1, 565
Other products	155, 761	171, 129	104, 390	69, 927	49, 108	43, 094
Money	4, 273	.....	.....	21, 361	2, 000	652
Total	3, 859, 027	2, 421, 347	1, 930, 901	1, 236, 748	2, 436, 604	2, 033, 339

Tabular statement—Continued.

Description.	April.	May.	June.	July.	August.	September.
	Roubles.	*Roubles.*	*Roubles.*	*Roubles.*	*Roubles.*	*Roubles.*
Rye	10, 000	22, 000	7, 240	.....	.....	12, 000
Wheat	944, 989	1, 119, 570	1, 789, 710	1, 838, 828	753, 025	791, 232
Barley	.....	.....	1, 500	576	95, 632	194, 926
Oats	.....	1, 500	.....	68	51, 020	46, 822
Corn	129, 800	60, 000	205, 645	325, 400	178, 310	72, 200
Flour and meal	95, 221	89, 400	74, 733	106, 976	78, 833	90, 570
Rape and linseed	.....	11, 400	100, 290	70, 310	59, 500	132, 710
Tallow	125, 006	47, 400	.....	2, 250	46, 700	21, 645
Wool	36, 160	16, 200	317, 865	1, 178, 009	560, 365	2, 615, 358
Leather and hides	11, 585	6, 498	910	2, 056	.....	44, 204
Iron	360	512	.....	.....	.....	.....
Cordage	16, 833	13, 134	18, 211	13, 740	18, 125	18, 361
Linen	740	265	800	1, 500	1, 010	1, 110
Wood	230	40	87	87	860	185
Furs	.....	.....	.....	380	.....	.....
Peas and beans	330	678	5, 121	45, 377	8, 095	5, 053
Other products	32, 229	41, 419	82, 220	108, 978	71, 655	49, 832
Money	900	1, 110	.....	269	2, 587	.....
Total	1, 404, 383	1, 431, 126	2, 604, 332	3, 694, 804	1, 925, 717	4, 096, 208

Tabular monthly statement showing the description and value in roubles of imports at Odessa during the year ended September 30, 1863.

Months.	Coffee.	Sugar.	Oil.	Wine.	Fruits.	Tobacco.	Cotton.	Dyes.	Iron and lead.	Silk and wool.
October	39, 250	.....	29, 606	32, 496	94, 466	55, 336	6, 630	3, 370	68, 955	1, 040
November	21, 960	.....	66, 581	26, 877	97, 776	66, 470	7, 610	500	118, 188	20
December	15, 976	.....	52, 431	21, 944	88, 737	61, 312	4, 500	2, 250	78, 633	320
January	2, 000	95, 630	23, 637	10, 759	72, 070	50, 662	2, 340	3, 500	49, 010	443
February	27, 900	.....	27, 555	14, 080	99, 997	42, 263	8, 747	900	39, 283	44
March	14, 845	.....	58, 580	23, 947	113, 485	42, 306	5, 143	450	3, 690	510
April	56, 300	10, 585	88, 478	11, 632	78, 671	47, 080	969	1, 100	19, 145	130
May	22, 690	14, 380	78, 677	21, 285	36, 268	62, 814	2, 035	4, 300	13, 876	1, 600
June	45, 700	26, 825	64, 300	21, 057	10, 060	54, 102	2, 030	9, 250	28, 000	1, 552
July	59, 810	20, 664	107, 709	19, 483	11, 104	61, 742	2, 628	14, 800	36, 660	480
August	44, 850	48, 605	115, 195	32, 163	23, 305	84, 974	7, 480	8, 550	45, 825	280
September	99, 110	48, 083	127, 830	16, 956	98, 747	89, 970	6, 305	8, 200	121, 929	180
Total	450, 391	264, 772	840, 579	252, 679	824, 686	719, 031	56, 417	57, 170	623, 194	6, 599

Tabular monthly statement—Continued.

Months.	Cotton goods.	Silk goods.	Woollen goods.	Linen goods.	Coals.	Machines and different merchandise.	Tea.	Roubles.	Total in roubles.
October	33, 262	28, 676	46, 529	7, 241	55, 632	441, 875	114, 980	157, 069	1, 216, 413
November	16, 010	12, 595	21, 659	4, 937	1, 760	217, 371	46, 635	219, 502	946, 451
December	10, 104	11, 776	18, 890	3, 300	22, 744	245, 625	50, 510	135, 040	824, 092
January	3, 788	12, 946	7, 987	5, 437	38, 760	261, 420	52, 021	80, 102	772, 512
February	23, 404	12, 204	11, 398	5, 168	10, 500	183, 716	40, 223	190, 738	747, 120
March	44, 338	24, 302	26, 198	10, 185	965	218, 734	49, 650	70, 628	707, 956
April	36, 388	32, 154	49, 062	15, 902	24, 975	379, 157	63, 899	71, 949	987, 576
May	29, 936	21, 684	21, 538	8, 623	50, 800	415, 523	50, 524	158, 413	1, 014, 966
June	15, 594	24, 471	23, 453	9, 370	32, 130	367, 323	41, 345	182, 460	959, 022
July	12, 498	22, 156	17, 109	7, 123	18, 600	279, 462	85, 898	144, 793	923, 719
August	15, 014	15, 129	24, 261	7, 761	4, 400	387, 301	392, 560	158, 433	1, 416, 086
September	25, 919	27, 011	54, 925	5, 448	30, 500	382, 457	37, 067	167, 813	1, 348, 450
Total	266, 255	246, 104	323, 009	90, 495	291, 776	3, 779, 964	1, 034, 312	1, 736, 940	11, 864, 363

Tabular statement showing the numbers and nationality of all vessels that cleared from the port of Odessa for the year ended September 30, 1863, *for foreign ports.*

Austrian	162
Belgian	6
British	68
Finnish	14
French	18
Greek	48
Hanoverian	1
Italian	187
Mechlenburg	17
Norwegian	36
Prussian	17
Russian	139
Swedish	1
Turkish	28
United States	1
Total	743

Statement showing the quantity and value of the exports and imports of Taganrog during the year 1862.

EXPORTS.

Articles.		Quantity.	Value.
			Roubles.
Wheat	chetwerts	1,438,780	12,229,620
Flaxseed	do	294,437	3,238,800
Rye	do	132,620	583,500
Barley	do	113,147	452,500
Wild culzs	do	21,002	110,500
Corn	do	220	1,100
Tallow	poods	458,230	640,300
Butter	do	27,208	179,300
Wool	do	233,353	1,484,500
Caviare, black	do	117,764	284,200
Caviare, red	do	36,023	70,050
Iron, in bars	do	18,875	35,400
Hides and skins	do	582	2,900
Leather	do	420	4,830
Cordage	do	599	1,200
Macaroni	do	3,293	6,340
Biscuits	do	2,049	3,500
Salted meat	do	1,695	2,540
Flour	do	27,100	20,300
Tobacco	do	335	2,515
Coals	do	1,200	150
Candre wood	do	1,600	1,285
Millet	do	495	500
Fur pelts	do	130	22,500
Cedar wash	do	87	1,800
Sail-cloth	archins	2,800	550
Mats	number	41,000	9,200
Timber	pieces	1,120	850
Lumber, pine	do	310	1,240
Different articles			6,500
Total value			19,398,470

IMPORTS.

Oil	poods	104,363	928,840
Wines, Gurk	do	96,265	397,080
Nuts	do	113,664	335,300
Locusts, (pods)	do	178,250	276,200
Olives, salted	do	13,890	51,300
Sugar	do	3,051	28,980
Coffee	do	4,910	71,190
Black pepper	do	1,798	14,470
Beckmes	do	2,621	8,510
Almonds	do	1,209	9,900
Figs	do	23,431	111,250
Raisins	do	24,440	115,200
Tea	do	2,194	142,600
Rice	do	6,530	28,220
Halva	do	9,422	70,610
Racathechum	do	1,746	13,750
Incense	do	1,246	11,400
Dates	do	5,996	25,480
Cheese	do	302	3,610
Tobacco, (Turk)	do	7,905	434,580
Coals	do	24,880	3,738
Pewter	do	250	1,500

Statement showing the quantity and value of the exports, &c.—Continued.

Articles.		Quantity.	Value.
			Roubles.
Zinc	poods	304	1,570
Scythes	number	1,729	2,000
Furniture	poods	928	10,000
Linen	do	326	9,000
Matches	do	425	18,860
Champagne	bottles	11,950	20,200
Other wines	poods	5,964	32,600
Porter	do	33,770	6,560
Threshing machines	number	302	30,550
Agricultural implements	do	138	37,480
Clothing			3,600
Oranges and lemons	number	7,271,098	145,000
Different articles			127,000
Money			131,160
Total value			3,659,288

Number of vessels arrived, 1,042; tonnage, 253,106 tons. Cleared, 1,041; tonnage, 255,945.

HELSINGFORS—REYNOLD FRENCKELL, *Consul.*

MARCH 31, 1863.

I have the honor to give a report on the trade of the Grand Duchy of Finland for the year 1861.

The value of the exports amounted to silver roubles 7,278,747, showing an increase of silver roubles 690,222 on the preceding year.

The following was the value of the exports for the five preceding years, viz:

	Silver Roubles.
In 1856 the value was	3,434,040
In 1857	4,336,540
In 1858	3,302,167
In 1859	4,615,833
In 1860	6,588,525

The principal articles exported and their relative value were as follows, viz:

	Silver Roubles.
Timber, deals, planks	2,412,576
Tar	790,744
Firewood	406,919
Butter	893,133
Corn	426,120
Fish	319,170
Cattle	133,242
Iron and steel	807,115
Webs (cotton and wool) and woollens	293,846
The imports reached the same year the sum of	8,318,179

Their value during the five preceding years had been,

	Silver Rou
In 1856	9,865,
In 1857	1,234,
In 1858	5,462,
In 1859	8,952,
In 1860	10,836,

The principal articles imported were—

Cotton, raw	645,
Cotton, twist	120,
Tobacco	431,
Coffee	1,580,
Sugar	1,247,
Wine and spirits	512,
Manufactures, woollen	1,819,
Cotton, linen goods, and silks	
Iron and steel	961,
Salt	380,
Corn	1,526,

Ship-building is still going on in an extensive style, and the Finnish merch men are, as before, sought for in the general trade. They are especially eng on long voyages, and are making lucrative freights. * * *

AMOOR—P. McD. COLLINS, *Commercial Agent.*

ST. PETERSBURG, *January* 20, 186

I herewith forward the communication of General Melnikoff, director-in- of roads, public communications and buildings, in regard to proposed telegra union of Russia with America *via* Asiatic Russia. Since the receipt of communication I have had several interviews with his excellency Ge Melnikoff, in order that I might confine my reply to the questions at issu well as to conform as nearly as possible with his excellency's views.

The main questions are really reduced to three—

1st. Choice of route over which the telegraph shall be constructed. 2d. I of way unrestricted to go with the survey. 3d. Agreement as to the tin which the Russian telegraph shall be completed to the Pacific.

The Russian government apprehends that we will construct our line so ra that we will reach the Amoor first, and claim damages for the non-perform of the contract. I have consequently proposed an extension of the time in w it is proposed to construct our share of the enterprise, so as to meet this objec

The question as to route across the Pacific ocean *via* the Aleutian islan readily granted; but this involves more submerged cable than necessary, i opinion. My main point in view of route is to avoid the very necessity this "ocean route" involves. I have attempted to answer in regard to question fully, and I hope satisfactorily. The fact is, it cannot be of any consequence to Russia to force the construction of the telegraph in that direc The only reason that can be possibly urged would seem to be the fact of Ru settlements in Kamtchatka and upon some of these islands; but the settlen are so small and widely separated that Russia can gain no power in vie telegraphic communication with them. In a commercial point of view not can certainly be urged. Therefore to force the construction of a telegraph a both the sea of Okotsk and the North Pacific, where not less than two thou miles of submerged cable is required, (in comparatively short sections, howe

seems rather unreasonable. But I have thought it was only to gain time as to a position and final answer upon the main question involved.

I have proposed, as an offset to the question of settlements on the line of the "ocean route," to take from among the convicts sent yearly to Siberia a number sufficient to settle small villages along the proposed northern route, so as to connect the Russian Asiatic with Russian American permanent settlements. This would give Russia actual dominion and occupancy of a large tract of country not heretofore brought under imperial rule.

General Kensackoff, the governor general of Eastern Siberia, called upon me a few days since. He is much and favorably interested in my proposed telegraphic proposition. He now holds his office by imperial appointment. The governor general's views in regard to matters touching Eastern Siberia have much influence. His call on me, and his conversation in regard to my proposition, indicate that the government have my proposed telegraphic union between Russia and America seriously and favorably under consideration, and that I may have an answer in thirty or sixty days.

ST. PETERSBURG, *November* 30, 1862.

SIR: In the month of October, 1859, you presented to my predecessor, Adjutant General Chefkin, a plan for constructing a telegraph to unite America and Europe, by way of the Aleutian islands or the Strait of Behring, and continuing thence through Siberia. At the same time you petitioned our government for assistance and privileges, in order to enable you to carry out your enterprise.

This proposition was considered by the Siberian committee, and in accordance with the decision of said committee, confirmed by his Imperial Majesty the Emperor. You received a document, number 2,856, stating that the privileges and the means asked by you, in view of the construction of said telegraph, were by the Russian government not deemed admissible. But if the telegraph company to which you belong agree to investigate the possibility and convenience of constructing a telegraph *via* the islands of the Pacific ocean as far as the mouth of the Amoor, permission may be granted by the Russian government to that effect, but without any special privileges or guaranty, and without any assistance on the part of the government.

In compliance with your petition, you received on the 20th day of May, 1860, a document, (No. 1,083,) confirming the validity of the right given you for the purpose of carrying out your surveying expedition.

In your letter of the 10th day of September, 1862, you petitioned for the privilege of establishing telegraphic communication between the frontiers of the Russian possessions in America and the Amoor river in Asiatic Russia, and you explain that permission above granted by the Russian government for the exploration of the intervening country, and which operation demands considerable expense, cannot attract capitalists to undertake the survey without there goes along with it the right to construct the telegraph. In this letter you enclose a printed report from the Committee on Military Affairs to the Senate of the United States of North America, proving the advantages to be derived from a world-girding telegraph communication with Europe *via* Asiatic Russia, and at the same time recommending that means be appropriated or provided for the purpose of carrying out the surveying expedition. In this report, it is evident that the telegraph line is intended to be carried from America by way of Behring's Strait, and thence it will join our telegraph lines *via* Okotsk, on the banks of the Amoor river.

The president of the American Western Union Telegraph, Mr. Sibley, to whom you addressed a communication concerning the construction of this telegraph which you propose, and whose answer is written out in the report from the Committee on Military Affairs to the Senate of the United States of North

America, which you laid before us, offers to construct the above mentioned telegraph in the space of *two years*, and even sooner, on condition that the Russian government carry on its telegraph as far as the Strait of Behring, in order to join your line from America.

In this same letter of September 10, 1862, you also refer to the note of Mr. Cameron, minister of the United States of North America, which serves to indicate your requirements, for the purpose of putting your plan into execution.

In this note Mr. Cameron finds it necessary that the American telegraph line should be constructed at the same time that the Russian line is being carried on, as far as the Amoor river.

From the above we are led to conclude that your surveys will be carried on for the purpose of constructing the American telegraph so as to meet ours at the mouth of the Amoor, either direct through the Pacific ocean or through Behring's *via* Siberia and Okotsk. If, upon investigation, it was decided to construct a telegraph in the first direction—that is, through our possessions in North America, and *across the Pacific ocean direct to the mouth of the Amoor*—our government finds no difficulty in giving you permission to construct such a telegraph, and uniting it with ours, requiring only in this case your positive answer as to the length of the time you suppose necessary in order to complete your telegraph from America to the Amoor; and how many years you wish to enjoy the exclusive privilege; and also what conditions you propose making for the transmission of telegrams along our European lines.

If you fix upon conducting the telegraph through *Behring's Strait, and further, by way of Siberia*, through Okotsk to the Amoor, then, though we foresee no disappointment in granting you the permission, yet, in consequence of the difficult and still unexplored localities lying between Behring's Strait and the Amoor, and also taking into consideration that your telegraph will traverse not only our possessions in North America, but also Siberia to a considerable extent, viz., from the Siberian shores of Behring's Strait to the Amoor, it would be better and more convenient, in consequence of the undecisive state of the question, to enter into agreement when your explorations are completed, and you are able not only to fix upon a term for constructing your telegraph, but also to determine on what conditions you can undertake its construction by way of Siberia. At all events our government will be ready to co-operate with you as far as possible in carrying out your enterprise.

I must, however, forewarn you, as did my predecessor, on the 5th January, 1860, (document No. 12,) that our government cannot take the responsibility upon itself of finishing an uninterrupted line of telegraph as far as the Amoor in any given time.

Director-in-chief of roads, communications and public buildings,
Lieutenant General of Engineers,
MELNIKOFF.
Director,
BARACHEVSKY.

Major COLLINS.

JUNE 18, 1863.

I have the honor to enclose herewith a copy of the translation of a document received from General Melnikoff, chief director of ways of communication and public buildings, dated St. Petersburg, May 23 and June 4, 1863, in relation to the action of the Russian government upon the proposed line to unite Europe and America telegraphically overland, *via* Asiatic Russia.

Although it is not all that could be desired, it nevertheless gives hopes of a basis for final achievement of the enterprise.

After accepting the grant without reservation, I have proposed a few modifi-

cations, mainly in regard to the tariff and through despatches, and the employment of persons on the proposed telegraph line. * * *

[Translation.]

SIR: In answer to your petition of December 24, 1862, in which you solicit permission to form a company projected by you for the purpose of establishing a telegraph from America to the mouth of the Amoor river, upon the basis stated in said petition, I have the honor to inform you that this affair has been examined by the officer performing the duties of governor general of Eastern Siberia, and it has since been laid before the Siberian committee. According to the direction of the said committee, confirmed on the 15th day of May of this year by his Majesty the Emperor, it has been decided to inform you as follows:

The choice of the most advantageous direction (route) for constructing the telegraph line by your projected company may be left without the least impediment to the option and minutest consideration of the undertakers.

The company may have the right to establish along the telegraph line suitable and safe stations, convenient roads for surveys and for the repair of the line, and likewise ports upon the coasts at those places where large stations will be appointed to be erected; considering, at the same time, that the stations near Behring Straits ought to be constructed in such manner as to be able to defend them successfully against the savages in case of attack.

For the defence of these stations, armed men to be kept for account of the company, consisting of Russians, in no large but sufficient number, and should be changed every two years. However, as the successful operation of the telegraph, and consequently the advantage of the company itself, depends upon the fulfilment of this, this clause is not made imperative upon the company, under consideration that the Russian government does not take upon itself any obligation to pay annually a sum of money to the company for damages after the achievement of the telegraph.

Your proposition of establishing along the telegraph line villages, and of peopling them with exiled culprits, appears to be inconvenient, according to the opinion of the officer performing the duty of governor general of Eastern Siberia, for the reason that a large portion of the land through which the telegraph line will be constructed is land little or not at all convenient for cultivation; also, because the nature of the climate of the said region may have a dangerous influence upon the exiles brought there from provinces or countries enjoying a better climate.

According to the same officer's opinion, all workmen and a part of the men in service along the projected telegraph line should be Russian subjects, and as many as possible ought to be married men, with their families. This will likewise be better and more convenient for the company in an economical point of view, and in its relationship with the Russian government.

The term of five years solicited by you for establishing the telegraph line, and also thirty-three years for the exclusive right of way for the telegraph, may be granted under condition that if in the course of the first two years no commencement should be made, or if after the expiration of five years the whole line should not be achieved and put into operation, then the privilege to cease.

The company cannot be allowed to exercise any rights or power in the Russian dominions through which the telegraph shall pass, nor is there any necessity to subordinate the natives of the country who live between the frontiers of colonies established by Russia in Asia to the frontiers of the settlements in Russian America, those natives being under the control of government established by laws of natives and other chiefs.

As far, however, as concerns the friendly (free will) contracts of the natives

with the company of hiring for work and guarding the telegraph, the local authorities, (guarding,) according to their means, will see to the fulfilment of their reciprocal contracts and agreements.

The government considers it inconsistent to grant to the company the full possession of territories for the exploration and construction of the telegraph; but the company can be allowed, for the unimpeded construction and repair of the telegraph line, and for the erection of houses for stations and dwelling-houses for workmen and people in service, and during the whole time of the term of privilege, to make use of the necessary land, and to employ, without taxes, for the aforesaid purposes, timber, wood, and materials, at places appointed by the government.

The expedition and tariff of despatches must be in accordance with the rules generally adopted for telegraphs; therefore the government despatches must have preference over private despatches, as agreed upon by telegraph conventions between Russia and the neighboring European powers, and, upon the whole, the order of transmission and tariff must be arranged according to the example of international conventions concluded between Russia and other powers. Therefore, before the achievement of the undertaking by the company, and before the beginning of operations of its line, the company must send to St. Petersburg a deputy with full powers for special agreement upon the aforesaid basis.

At all events, the tariff by which permission will be given to levy payment for despatches transmitted over their line must not exceed the tariff adopted in Russia.

For the encouragement of the undertaking by the company, the government can grant a deduction of 40 per cent. upon the net profits of despatches transmitted along the Russian telegraph lines solely to America and back, but finds it inconvenient to pay an annual subsidy of one hundred thousand dollars, because the mercantile interests of Russia with America are not very considerable. The principal benefits of the telegraph line projected by you will be derived by America, England, and France, and by the great commercial cities of Holland and the north of Germany, with whom the company can negotiate to obtain subsidy.

Besides, Russia, on her part, is giving considerable aid to the company by having consented in view of seeing the undertaking of your projected telegraph realized, to construct a connecting telegraph line from Verchne Undinsk to the point where the company's telegraph will join ours, a distance of some three hundred miles, requiring an expenditure of about nine hundred thousand dollars. To have the construction of the intermediate line as projected to you upon your conditions, is considered inconvenient.

Finally, the Russian government will not begin the construction of her intermediate line before you will have presented an act about the final formation of the company proposed by you for the establishing of your projected telegraph, and likewise proof as to emission and sale of its shares, at least for one-half of the minimum cost of your projected telegraph, and a production of a plan of the direction of the line finally selected and approved by your company.

Performing the duties of chief director of ways of communication and public buildings.

Engineer Lieutenant General,
MELNIKOFF.
Director,
BARITCHEFFSKIE.

Major COLLINS.

H. G. O. CHASE—*Vice-Commercial Agent.*

JANUARY 27, 1863.

In accordance with directions given to consular officers by the United States consular regulations, I have the honor of submitting this report in reference to mercantile and commercial matters in the district of this commercial agency, more particularly in this port, Nicolaifsky, during the year ended December 31, 1862.

The export trade of this place and the country (*via* this port) up to the present time is of so very little importance as not to call for and hardly suffice for a detailed report; and what little trade there has formerly been appears actually to have decreased for a year or two last past in comparison with former years. Furs, particularly sables, have heretofore been among the most important items of that trade, but the season last past, from various causes, from the chief of which may be stated the great decline in value of the Amoor sables in all the principal fur markets of the world. This branch of trade has almost entirely ceased here, and there is no prospect at present of an early resumption of it to any great extent. Some trifling operations have also been made during the year last past in shipments of spars, &c., from this port, but as the local authorities as a rule do not allow of the exportation of such articles, the transactions made can only be considered as exceptions, and, therefore, may seldom or never be repeated, unless the government decides to permit such a trade generally.

One cargo of about 300 tons of ice was shipped from here in 1859 or 1860 to Shanghai, but no similar adventure has been made since, the result of that shipment being unfavorable, and the trade in that article from this port is a monopoly in the hands of the Russian American Company.

Coal of a bituminous character (which is found in considerable quantities on Saghalien island) has been shipped from there to some extent—say, last year, 500 tons by private parties.

ARTICLES OF EXPORT.

The articles of export from the interior of Siberia (*i. e.*, the Trans-Baikal, and other adjacent provinces) *via* the Amoor, its tributaries, &c., are as yet so insignificant as not to require any notice in detail, and at this time there is no apparent prospect of any important improvement.

IMPORTATIONS.

While the exportations are so limited and unimportant, the importations to this place are considerably on the increase; and in comparison with the number and character of the inhabitants of the Trans-Baikal province, the Amoor country, sea-coast settlements, bordering upon the Gulf of Tartary, Kamtchatka, and the Ochotsk sea, (at and for which places quite all the articles arriving here from abroad are purchased and used,) are very great in amount; and as a whole, for a year or two last past, quite evidently much greater than required for the demand, although not always so proportioned in respect to quantities of different things as to furnish each year a sufficiency of all articles for which the country mainly depends upon importations to this port.

On the other hand, the majority of articles required for the market are oftentimes over abundant, difficulties which to all appearances arise from the fact of the trade being overdone, making all engaged in it very careful not to get an oversupply of merchandise. * * * One of the main articles of the trade, both foreign and domestic, has formerly been spirituous liquors, which trade,

however, from various causes, has lately much declined in importance. Prominent among these causes is, that spirit manufactured in Siberia and brought down the Amoor is sold from the companies' magazines on government account.

The country is without manufactures of any special importance, or any productions which have yet been made available for the purpose of foreign exchange trade, or for enriching the country or its inhabitants to any considerable extent by exporting the same, although the country is undoubtedly in places rich in minerals, timber, &c., and the soil capable of successfully raising the coarser kinds of grain, such as corn, rye, oats, &c., and there are also many places where there is fine grazing land, but to the profitable pursuit of these different sources of prosperity there has not yet been made any striking advance by the inhabitants of those sections of country, unless the production of rye, &c., and the yield of gold and other mines in the Trans-Baikal provinces and sections of country immediately adjoining thereto, are so considered; the former of which, however, is so comparatively limited that the annual shipments for six or seven years last past of supplies of rye, &c., for the Amoor Russian settlements, Kamtchatka, &c., from the Trans-Baikal province has had the effect of very much enhancing the price of such grain in that province; and the year last past the government supplies for this country were brought from Finland by sea, it is supposed, partially, if not wholly, with the object of relieving the Trans-Baikal province and surrounding country from a drain which was becoming too serious.

The production of gold and silver mines referred to are mostly, if not all, in the sections of country named, the property of the government, yielding no substantial benefit to the country beyond supporting the superintendents and laborers employed in them, and such advantages as occasionally arise from the purchase of articles required for the mines and for transportation.

The Trans-Baikal province and surrounding country has now been settled for so many years as to have had ample time more to fully develop its resources than has been done. No machinery of any importance is made in the country. But another difficulty, which seems much more serious, is the character and habits of the bulk of the laboring population of the country, which is made up of released convicts, their descendants, discharged government men, mixed races of Russians and natives, and the natives themselves, whose former and present condition, in all respects, combined with their natural indisposition to exert themselves in the pursuit of some steady labor. * * *

From all these particulars a conclusion can be formed as to the present state of matters of trade, commerce, and manufactures here, and also an idea of their prospect for the future. But in this connexion it seems proper again to state that the regulations of the government in these matters, which apply particularly to foreigners, are so very liberal as to leave little, if anything, to be desired on that score, and to this may, perhaps, also be added, with propriety, a reference to the very friendly sentiments existing among the greater portion of the Russian officials and people towards Americans.

TELEGRAPHING.

The government telegraph lines now in course of construction from this place to port Muy or Vladivostock, *via* the Amoor and Ousurca rivers, Lake Haukae, and from the southern end of that lake across a section of the country about one hundred English miles in extent to the port named, which is situated on the border of the Gulf of Tartary in about 42° 30′ north longitude, with a branch to be built from the town of Sophick, on the Amoor to De Castries bay, distance from Sophick, say thirty English miles, are already rapidly progressing towards completion. At present about 130 miles of the main line is in successful operation from here, and the gentlemen having the work in charge hope to have the branch to De Castries bay completed and in operation next summer, (1863.)

Statement showing the nationality, number, tonnage, and value of cargoes of vessels arrived at De Castries bay, Nicolaifsky, for the year 1862.

Description.	No.	Tons.	Value.	Remarks.
			Roubles.	
American	6	1,343	354,988	5 from San Francisco and one from Boston.
English	1	263	83,135	Shanghai.
Swedish	1	182	101,820	Hamburg.
Hamburg	5	1,710	445,345	Hamburg, about.
Russian	1	312	146,619	Shanghai.
Total	14	3,810	131,907	

AUSTRIAN DOMINIONS.

VIENNA—THEODORE CANISIUS, *Consul.*

MARCH 31, 1863.

* * * The total exports hence to the United States during the last three months have somewhat increased. The total amount of goods exported is 486,795 florins, which is 90,441 florins more than the amount of exports in the preceding quarter.

Exchange has varied during this period from 15 to 12 per cent., and has a decided downward tendency.

The cause of this improvement of the Austrian currency must be attributed to the establishment of a constitutional form of government and a consequent management of the finances by the deputies, (reichsrath,) as also to the agreement made on the 6th day of January last between the government and the National Bank, to the effect that the last-named institution has to resume specie payments in 1867.

This National Bank is the most influential establishment for monetary transactions of the whole empire, uniting within itself the branches of banks of issue, discount, loan, and circulation. The National Bank has, indeed, the character of a pretended private establishment, but its foundation emanated from the government, which had in view, by the mediation of a national bank, to call in the then dishonored notes issued by the state—(they were payable and promissory notes, or the then current "Vienna value")—and to regulate monetary circulation by creating a new paper currency, which, based upon ready funds of bullion, was at any time to be exchanged for specie, and thus rendered safe from pernicious fluctuations in value. Also, after the establishment of the bank, the paper money of the "Vienna value" was taken up by the National Bank, bank notes being issued instead; and although this exchange was suspended in 1817, it was again resumed in 1820, and continued until the present time, by which means the whole of the paper money of the "Vienna value" was called in. The National Bank received in exchange bonds of the national debt, which were gradually sunk by cash raised by loans, and yearly instalments successively increasing through the addition of interest for the bonds thus surrendered. In this manner was contracted the first debt of the state to the National Bank, which is as yet not quite sunk; but since the plan for sinking it is strictly acted upon, it will be so soon.

In many other ways, also, did the National Bank aid the financial operations of the government, partly by intervention in public loans, and partly by discounting central cash assignats, which are issued payable three months after date.

But a closer connexion of the state with the National Bank commenced with the year 1848. Although forced to suspend payments in specie, the National Bank, during the years 1848 and 1849, yielded the state any advances required. Already, in 1849, endeavors to unravel the perplexities (caused by its compliance) began, conducting to reiterated agreements, the completion of which was, however, again and again delayed by political considerations; so that there is still a debt owing by the state to the National Bank amounting to 249,847,213 florins; of which 40,955,255 florins are the remainder of the "Vienna value" debt in course of sinking, 69,891,958 florins received upon part of the public estates, and 99,000,000 florins covered with tickets of the state lottery loan of 1868.

On the other hand, the activity of the National Bank during the same period enlarged and extended itself in all directions. What principally contributed to enliven its transactions was that the joint stock was doubled, a special division for advance on securities established, and numerous branches for discount and loan business created.

	Austrian currency.	
In 1861 there were checks issued for	85,160,118	florins.
Bills discounted for	321,759,678	"
Advances granted to the amount of	218,747,600	"
Clearings transacted for	47,805,757	"
Loans on securities granted	4,413,350	"
In the beginning of 1862 there were bank notes circulating to the amount of	475,182,853	"
Stock of bullion and specie	99,148,381	"
Deposits amounting to	99,646,692	"
Mortgages circulating	33,286,980	"
Net profits of stockholders for 1861	10,982,471	"

If Austria could have the benefit of a long peace, her financial health will doubtless be restored again in a comparatively short time. * * *

I have ascertained with regard to your circular No. 29 that foreign consuls are excluded from administering oaths in judicial matters, but that they have a right to administer oaths to persons making depositions in regard to disasters at sea if these persons are citizens of the country the consul represents, and if an Austrian citizen or the interests of a citizen belonging to a third power are not involved.

As the question has been put to the Austrian foreign office in the same form as it is stated substantially in the circular, I cannot report now whether we can administer the oath to persons who send merchandise to our country for the verification of their invoices. I believe, however, that this government concedes this right to our consuls, as it has been practiced by all my predecessors.

SEPTEMBER 30, 1863.

* * The total amount of goods exported from my consular district during this quarter is 528,778 florins, or 188,249 florins more than during the preceding quarter.

The total value of the goods exported from October 1, 1862, to October 1, 1863, from here to the United States, amounts to 1,820,867 florins. This is a very favorable result, considering our troubles at home.

Exchange has varied during the last three months between 10 and 12 per cent.

The commercial relations of Austria with the United States during this year have been more favorable than I anticipated. The total amount of goods exported from my consular district to the United States for the year ended September 30, 1863, is not less than 2,000,000 florins; which must be regarded as

a very favorable result, considering the bad effect our war must necessarily have upon foreign trade.

The principal articles which have been exported from this empire to our country are Vienna shawls, Bohemian glass, fancy goods, meershaums, chenille goods, kid gloves, black lead, Hungarian wine, and linen rags.

As soon as our war is at an end the exports from this consulate to the United States will doubtless increase considerably, because goods that are usually exported from here can be bought cheaper in Austria than in other European markets, and, as far as quality is concerned, they will stand a favorable comparison with any manufactured on this continent.

Tabular statement showing the comparative imports and exports of the empire of Austria for the years 1861 *and* 1862.

	1861.	1862.
Exports.....florins..	307, 680, 155.....	332, 853, 018
Imports.....florins..	235, 847, 057.....	214, 918, 496
Excess of exports.....florins..	71, 833, 098.....	117, 934, 522

Excess of imports in 1861 over 1862.....florins..	20, 928, 561
Excess of exports in 1862 over 1861.....florins..	25, 172, 863

The excess of the exports over the imports must be attributed to the great reduction in the importation of raw cotton to the amount of 15,835,712 florins, and of cotton yarn to the amount of 5,157,308 florins, caused by our civil war; but the importation of tobacco, compared with 1861, has increased 2,017,542 florins. Another cause of the excess of exports is the increased shipment of wood to Hamburg, for the construction of vessels and for building purposes, to the amount of 11,223,871 florins, and the very large export of unmanufactured wool to Russia to the amount of 17,732,195 florins.

The duties received by the government last year amounted—

	In the year 1861.	In the year 1862.
On imports, to.....florins..	12, 564, 023.....	13, 472, 831
On exports, to.....florins..	404, 214.....	409, 449
Total.....florins..	12, 968, 237.....	13, 882, 280

This shows an increase of duties received in 1862 over the preceding year of 914,043 florins, caused by the larger imports of olive oil, refined sugar, and melado for refining.

The province of Dalmatia constitutes a separate range of customs. The official tables of that country show the following results for the years 1861 and 1862:

	1861.	1862.
Imports.....florins..	7, 997, 684.....	7, 305, 094
Exports.....florins..	4, 513, 953.....	5, 662, 073
Excess of imports.....florins..	3, 483, 631.....	1, 643, 021

Excess of imports in 1861 over 1862.....florins..	692, 590
Excess of exports in 1862 over 1861.....florins..	1, 148, 120

The increase of exports is caused by the larger shipment of olive oil (893,100 florins) and of wine in barrels (221,756 florins.)

Tabular statement showing the comparative value of the exports and imports of the empire of Austria for the year ended December 31, 1862, *in Austrian florins.*

Classification.	Value of imports.	Value of exports.	Increase in imports.	Increase in exports.
Colonial ware and fruits from the south	16, 444, 312	.....	16, 444, 312	.....
Tobacco and manufactures of tobacco	4, 746, 289	631, 576	4, 114, 713	.....
Garden and field fruits	13, 383, 409	44, 692, 615	.....	31, 309, 206
Cattle	16, 131, 304	8, 427, 770	7, 703, 534	.....
Animal products	6, 014, 962	3, 914, 965	2, 099, 997	.....
Fats and oils	14, 601, 220	2, 339, 652	12, 261, 568	.....
Drinks and food	2, 179, 712	3, 123, 744	.....	944, 032
Fuel, building and manufacturing substances	6, 069, 969	36, 398, 268	.....	30, 328, 299
Medicines, perfumery, coloring, tanning, and chemical substances	14, 512, 711	4, 961, 008	9, 551, 703	.....
Metals, crude, and partly manufactured	31, 879, 347	35, 608, 449	.....	3, 729, 102
Wearing and textile stuffs	29, 750, 269	55, 658, 367	.....	25, 908, 098
Yarns	15, 903, 723	3, 608, 798	12, 294, 925	.....
Woven fabrics	11, 878, 110	44, 646, 760	.....	32, 768, 650
Manufactures of straw, bast, &c., paper and manufactures of paper	1, 659, 815	5, 463, 384	.....	3, 803, 569
Leather and manufactures of leather	6, 331, 800	11, 092, 080	.....	4, 760, 280
Wooden, glass, and earthen ware	3, 812, 274	22, 622, 567	.....	18, 810, 293
Manufactures of metals	3, 343, 024	11, 399, 085	.....	8, 056, 061
Vessels and vehicles	549, 600	5, 931, 160	.....	5, 381, 360
Instruments, machines, and fancy goods	7, 595, 545	24, 413, 616	.....	16, 818, 071
Chemical products, colors, &c	2, 164, 396	5, 125, 082	.....	2, 960, 686
Works of literature and art	5, 966, 705	2, 660, 520	3, 306, 185	.....
Waste	.....	133, 552	.....	133, 552
Total	214, 918, 496	332, 853, 018	67, 776, 937	185, 711, 459
Increase in imports	.....	.....	.....	67, 776, 937
Excess of exports	.....	.....	.....	117, 934, 522

RIVER AND SEA STEAM NAVIGATION.

There are two steamship companies in Austria; the one runs its steamers on the Danube and its tributaries, and the other keeps up the communication between Austria and the Levant, and the Danubian principalities with Triest and Venice, Croatia, and Dalmatia.

Prices of passage on the steamers of the last-named company (Austrian Lloyds) are, 1st class, 1 florin 35 kreutzers per league; 2d class, 95 kreutzers per league; 3d class, 59 kreutzers per league.

Freight per hundred weight per league, 1st class of goods, $1\frac{9}{20}$ kreutzer per league; 2d class of goods, $2\frac{5}{10}$ kreutzers per league; 3d class of goods, $3\frac{2}{10}$ kreutzers per league; 4th class of goods, $3\frac{8}{10}$ kreutzers per league.

THE AUSTRIAN NAVY

is augmented every year by the addition of new vessels. Austria has to keep a considerable navy on account of her possessions on the Adriatic and the close proximity of her old enemy, Italy.

The following summary statement will show the strength of the Austrian navy in 1863:

Steamers and propellers.

Number of vessels	55	Tonnage	48,692
Number of guns	668	Number of men	8,761
Horse-power	11,726		

Sailing vessels.

Number	46	Tonnage	9,649
Number of guns	300	Number of men	2,498
Total number of vessels	101	Total tonnage	58,341
Total number of guns	968	Total number of men	11,259
Total horse-power	11,726		

CLOTH AND SHAWL MANUFACTURES.

This branch of industry is also one of the most important and extensive in Austria. The cloth manufacture is limited almost to four sections of country, viz: Reichenburg, Brunn, Iglan, and Bielitz. The manufactures of Reichenburg and the surrounding country are those of the finer sorts of cloth and fashionable stuffs; those of Iglan and Bielitz produce only common sorts, and Brunn almost exclusively the fashionable stuffs, such as peruvienne, taskin, &c. A large amount of the finer cloth is exported from Reichenburg and Brunn to the United States.

The manufacture of shawls is limited to the city of Vienna, and carried on in a most extensive scale. The exports of these shawls to the United States is quite large, and amounts to not much less than 5,000,000 florins per annum. During the last few years Austria has made wonderful progress in industry, resulting from the more liberal government which the Emperor, Francis Joseph I, has granted to his people.

TRIEST—RICHARD HILDRETH, *Consul.*

JUNE 1, 1863.

In reply to the circular letter No. 29, dated November 20, 1862, I have the honor to hand you enclosed copies of the correspondence between this consulate and the imperial royal central maritime government at Triest, by which you will see that foreign consular officers residing in the empire of Austria are not at present authorized to administer oaths to Austrian subjects.

You will also observe that the matter can be further discussed through our legation in Vienna, which I furnished with copies of said correspondence.

"*To the Imperial Royal Central Maritime Government, Trieste:*

"Agreeably to the existing laws no goods or merchandise shipped for the United States subject to ad valorem or specific duty shall be admitted to entry unless the invoice of such goods is verified by the oath of the owner; and it becomes, therefore, the duty of every shipper to swear before a consul of the United States of America as to the correctness of said invoice.

"In order to comply, therefore, with the request of the department of state of the United States of America, the undersigned respectfully request the imperial royal central maritime government to inform this consulate if, under the existing laws of her Majesty's government, consular officers of the United States residing in the empire of Austria are authorized to administer oaths.

"From the consulate of the United States of America.

"TRIEST, *February* 21, 1863."

"IMPERIAL ROYAL CENTRAL MARITIME GOVERNMENT.

"Foreign consuls residing in the dominions of her Majesty are at present, under no existing laws, authorized to administer oaths in the empire of Austria for judicial affairs.

"Though in cases of maritime accidents, when it becomes necessary to assume marine protests, an exception from the general rule is admitted, which establishes, *that only the judicial authorities or its organs are called upon to administer oaths for judicial affairs;* this exception takes place only when the foreign consuls are admitted to assume marine protests, but in those cases only where no

other persons are interested but those belonging to the state of its respective consul, and, therefore, no Austrian subjects or subjects of other states.

"Thus established, we have the honor to communicate to you, in reply to your well-accepted note of the 21st of February last, No. 23, that foreign consular officers are not at present authorized to administer oaths to Austrian subjects for the purposes contained in your said note, and it is therefore left to you to have the matter further discussed before the imperial government through the legation of the United States of American residing at Vienna.

"The undersigned avails himself of this occasion to express to the consul of the United States of America the sentiments of his distinguished consideration

"TRIEST, *May* 3, 1863.

"BECKE."

VENICE—W. D. HOWELLS, *Consul.*

OCTOBER 5, 1863.

I have the honor to enclose my annual report on commerce for the year 1862:

I.—SHIPPING OF THE UNITED STATES FOR THE YEAR ENDED SEPTEMBER 30, 1863.

Number of vessels, 4; aggregate tonnage, 1,284.

Value of cargoes—

Codfish	$19,000
Pig iron and cake	7,500
Coal	2,148
Total value	$28,648

Three of these vessels left the port of Venice in ballast; the W. E. Alexander took lumber to Palermo; two of the others carried cargoes of staves from Fiume to Bordeaux. The privateers of the rebellious States had already, at the beginning of last year, rendered it difficult to procure freights for American bottoms.

II.—SHIPPING OF OTHER NATIONS.

I compile the following statement of the marine shipping of this port from the volume of statistics annually published by the Provincial Chamber of Commerce and Industry in Venice.

Arrivals of vessels.			Departure of vessels.		
Nationality.	No. vessels.	Tonnage.	Nationality.	No. vessels	Tonnage.
Austrian sail	2,589	179,922	Austrian sail	2,605	186,806
Austrian steamers	284	55,266	Austrian steamers	278	53,631
Foreign sail	460	55,622	Foreign sail	464	55,681
Foreign steamers	49	41,603	Foreign steamers	48	40,365
Total arrivals	3,382	332,413	Total departures	3,395	336,483

The greater number of foreign vessels belonging to any one power was Italian; arrivals, 240, and departures, 242. The next greatest belonged to Greece; ar-

rivals, 121, and departures, 124. As usual, the greatest foreign tonnage was that of Great Britain. The contrast of the shipping of 1862 with that of 1861 shows a falling off during 1862 of 406 in the whole number of arrivals, and 361 in the whole number of departures.

Commerce.—The total value of imports during 1862 was 33,359,948 florins; of exports, 12,945,225 florins. The decrease in imports since 1861 was 5,785,241 florins; in exports, 4,037,273. There was a relative decline, also, in the value of the river and inland commerce. The reasons for this gradual but constant decline of business have been referred to in previous reports; no recent causes have operated to hasten it. Allusion to a greatly increased amount of exportation from Venice to the United States during the present year 1863, though not strictly pertinent to a report on commerce for 1862, may be still permitted, as showing a satisfactory growth of trade in a direction which it would hardly have been expected to take at this juncture. It has, indeed, been difficult heretofore to ascertain the value and amount of goods shipped to the United States, all such shipments being considered in the annual statements of the Chamber of Commerce as shipments to Great Britain, because articles for the United States are usually sent by the British steamers (touching here semi-monthly) to Liverpool, and thence transhipped to our ports. There may be some want of exactness, therefore, in the data which I have been able to collect concerning shipments to the United States during 1862, but I do not think that their whole value exceeded 12,000 florins. During the three quarters of the year 1863, ended this day, the value of these exports has already amounted to 40,000 florins. The present admirable law for the verification of invoices affords the best means of arriving at statistics on this subject, and it is also satisfactory to shippers from the security it gives them against delays and losses in the mails. By far the greatest part of the value of exports to the United States is in glass beads; a considerable amount is in those articles of jewelry and *virtû* for which Venice is famous, and the rest in straw hats and straw braid, from an establishment for such manufactures at Vallonara, near Vicenza. The staple articles of commerce with other countries are the same as reported for 1863. No new census of the population has taken place since my last report.

Manufactures.—Besides those branches of industry noticed in former returns, the art of working in mosaic has recently assumed importance in Venice. There is now one large establishment in the city, (employing nearly one hundred artists and workmen,) in which the art is pursued in all its usual branches of monumental decoration, *marqueterie*, jewelry, &c., and has been happily adapted to many novel uses. Indeed, under the enterprising management of the proprietor of this establishment, there is something like a restoration of Venice to her ancient celebrity as a school of this art, with advantages not enjoyed in other times. Many late and most valuable discoveries have been made in the materials of the art—the different vitreous pastes with which gold-stone, chalcedony, agate, lapis-lazuli, and other costly stones, are exactly imitated. Some of the branches of the art, as now practised, are the artistic works of mosaic painting, both for monumental decoration and for inlaying of tables, &c., and the more mechanical works of mounting vases of chalcedony and agate in silver, the manufacture of mosaic jewelry, pavements, and picture frames, door-plates, and signs, and the application of the materials to innumerable purposes of utility and luxury. The establishment is now executing orders in monumental mosaic for Venice, London, and the United States.

Agriculture.—Crops of wheat and Indian corn were light. The vintage was better, the disease of the vines yielding to the treatment with sulphur, (of which I gave a full account in my last report,) but the crop of silk was again damaged and reduced to one-third by the still existing disorder of the worms. In all respects, during the present year, 1863, the promise of abundant harvests is most flattering. Work continues slowly on two branches of railway projected in the king-

dom—from Botzen to Innsbruck, and from Padua to the river Po, to connect with the line to Ferrara and Bologna. No other public enterprises have been undertaken since my last report, and no progress has been made in the work on a new canal from the harbor mouth at Malamocco direct to the basin of St. Mark, at Venice.

STATES OF THE ZOLLVEREIN.

PRUSSIA.

STETTIN—CHARLES J. SUNDELL, *Consul.*

MAY 15, 1863.

With the appearance of the report of the convention of merchants here, which has just been completed, I am now being enabled to transmit a short synopsis of the trade and shipping of this district during the year 1862; and by referring to my report of the year previous, it will be found that what I then stated concerning the commercial progress of the Prussian Baltic ports has been well sustained by the general business of the last year, especially as regards Stettin and Dantzic.

Stettin, as the chief place, has consistently been doing the largest total business, and its imports (mostly transit, it is true,) during the year, amounted to 45,015,230 thalers, while in the same period its exports have reached the sum of 28,342,814 thalers, or only a trifle below the figure of 1861, and which year was by far the most favorable in the whole commercial history of the place.

With the redress of some drawbacks still existing, such as the irregularity of the water-course of the "Oder," the hemming in effects of the fortifications around the city, the extraordinarily large dues for vessels entering and clearing, with some others of minor importance, it is but just to presume that Stettin will, in the course of an immediate future, enlarge the extent of its business so as to become one of the leading places in this region.

Its merchants mostly young, enterprising, and considerate; its favorable location for transits of foreign imports, as well as produce exports; with mechanic shops, mills, ship-yards, and manufactories steadily gaining reputation; with superior facilities of communication to all parts of the interior and Europe at large; all this, with the continuance of peace at home and abroad; seems to guarantee to the place unabated progress and expansion.

The mighty influence all over the commercial world of the insurrection in the United States has also been felt here, and the merchants in their reports feel themselves, and as I think on sufficient grounds, called upon to say in relation thereto, "along with the lasting hindrances to our trade, the effects of the North American civil war made themselves especially discernible.

"This war and its consequences stand before the whole civilized world as an interposing fate, which no nation, however insignificant its direct relations to the field of the contest may be, is enabled entirely to avoid; and never before did the intimate relations existing between all the countries connected through the commerce at large so strikingly appear.

"Our place has at no time been in any considerable direct connexion with the United States, but, nevertheless, have the most different branches of our trade, partly direct and partly indirect, been suffering from the consequences of this fearful struggle. From the unexpected abundance of breadstuffs which the northwest of the United States was compelled to throw exclusively upon the English market, our grain trade found itself thwarted in its most reliable calculations; and again, from the want of cotton, which crippled the operations

of our own manufactories and those of Austria, the forwarding business was deprived of a large portion of its activity, and many of the merchandise trading branches suffered no less."

During the year the principal exports of Stettin were wheat, 108,905 "wispels," equal to 4,356,200 bushels; barley, 54,784 "wispels," equal to 2,191,360 bushels; rye, 18,023 "wispels," equal to 720,920 bushels; oats, 7,663 "wispels," equal to 306,520 bushels; peas, 5,215 "wispels," equal to 208,600 bushels; clover seed, 33,474 centners; mill products, such as flour, meal, grits, &c., 186,056 centners; alcohol and spirits, 53,578 centners; zinc, 311,294 centners; linseed and other oils, 66,656 centners; green fruits, 10,906 centners; timber and lumber for house and ship building, 558,283 pieces; ties and sleepers for railroads, 34,314; masts and spars, 190.

The manufacturing establishments, although along with the mercantile business suffering from the general hindrance to trade, showed a very good year's work. The Vulcan machine and iron works, for instance, consumed 33,127 centners of cast iron, 16,615 centners common and 3,540 centners fine bar iron, 13,112 centners iron plates, and 3,225 centners of steel, copper, lead, &c., the building of engines for railroads being the largest part of its business for the year.

The chemical works produced, on an average, more than the year previous, and the two cement mills turned out some 127,000 barrels of Portland cement together—an increase of more than twenty-five per cent. on the last year. This branch of manufacture has been largely extended here of late, as the article produced is fully equal to if not better than the best English, and a new mill for the same purpose is now being erected in the immediate vicinity of the city by a well-known firm here, (G. A. Toepffer & Co.) A new branch of manufacture has also lately been called into existence by the same enterprising firm, namely, that of cocoa matting, and which is already competing successfully with the British, and some 2,000 centners of raw material were consumed here during last year. Manufacturing of paper boxes, &c., is also on a steady increase, America receiving the largest of those made here.

The principal imports (mostly transit) of Stettin during the year were—

	Centners.
Cotton, raw	84, 407
Cotton, twist	64, 367

There being in both those articles a falling off by more than sixty per cent. from the year before.

	Centners.
Coffee	161, 060
Rice	90, 481
Wine	67, 611
Tar, pitch, and asphalt	51, 228
Lard, (mostly American, from Hamburg and Bremen)	30, 190
Brimstone	85, 000
Soda	63, 750
Tallow and stearine	91, 115
Potash	55, 480
Linseed	58, 827
Guano	38, 753
Copper	29, 162
Cast iron	436, 665
Bar and fashioned iron	75, 351
Dye-wood	111, 438
Coal	2, 623, 144
Train or blubber oil	56, 692

Of all imports none made a larger leap upwards than that of pickled herrings, of which here arrived—

	Barrels.
From Scotland	176,743
From Norway	65,615
Or, together	242,358

Besides some 5,000 barrels from the Baltic coast. Of this enormous quantity nearly all was consumed within this kingdom and the neighboring German states, the abundant yield of potatoes causing the poorer classes to subsist more exclusively than usual on those two articles of food, as with the large influx the price of herring also ruled considerably lower than at any time before. So extraordinary was the last year's crop of potatoes in this province that the best kinds thereof are now sold here at seven silbergroschen, or about seventeen cents per bushel, and this fact has, as a matter of course, given a great stimulus to the manufacturing of alcoholic spirits, and distillers here now confidently expect to be enabled to compete successfully with the American article in the Mediterranean ports.

The total shipping of Stettin was, during 1862, somewhat less than the previous year, and there arrived altogether 1,993 vessels of all classes, having a burden of 170,571 "lasts," while in the same time the clearances were for 2,523 vessels.

The revenue collected at the custom-house office at this point amounted during the year to 1,407,869$\frac{28}{30}$ thalers for incoming, and 1,351$\frac{24}{30}$ thalers for outgoing goods and merchandise, being together 1,409,221$\frac{22}{30}$ thalers, or 48,505$\frac{30}{30}$ over the amount of 1861.

The shipping of Swinemünd, taken altogether, was in excess of the year previous, and there entered, including those coming to Stettin, 3,219 vessels, of which 271 in ballast and three cleared; including those from Stettin, 3,508, among which 537 in ballast. Out of the above number eighty-eight vessels came to Swinemünd for relief or in distress, and seven were ships-of-war, namely, six Prussian and one Russian. The cargoes for Swinemünd were almost exclusively coal.

Next to Stettin in importance as a Prussian trading and shipping place is Dantzic, and its exports during 1862, consisting chiefly of grain, timber, and lumber, exceeded even that of Stettin, with about 40,000 thalers in value; at the same time the imports, transits, and others did only amount to about twelve per cent. of the sum reached in Stettin.

	Thalers.
The exports of cereals and seeds amounted in value to	22,051,250
Of timber and lumber	5,888,000
Sundry articles	443,646

The principal imports were—

Coffee, to the value of	622,882
Rice	118,998
Wine	321,916
Soda and potash	204,609
Hides, (raw)	143,400
Cast iron	181,293
Bar iron and rails	718,400
Pickled herring	870,000

The maritime trade of Dantzic also shows a very considerable increase, and the vessels entered during 1862 numbered 3,157, of which 2,030 came in ballast and freight-seeking. Clearances there were, altogether, 3,200, out of which *only* twenty-four left in ballast, proving, by comparison, Dantzic a port where

freights are readily obtained. The United States consular agent at this port reports no arrivals or departures of American vessels there during last year, and of official fees received in the same period, as per statement which here follows.

Like last year, unable to obtain any statement from the United States consular agent at Koenigsberg regarding the trade and shipping of that port during the year gone by, I only know what the newspapers learn in regard thereto, and find the trade of that place to have been less prosperous than in 1861, with the exception, perhaps, of the export of cereals and seeds, which was very considerable, and amounted in all to a quantity equal to 9,645,600 bushels.

The number of vessels entered at this port and Pillau, the outport of Koeningsberg, was 1,982, of which 592 were in ballast; and there cleared at the two places 1,949 vessels, among which were 80 in ballast.

Although reminded thereof in due time, no report has come to hand from the said consular agent as to American vessels arrived and departed, or of fees received at his agency during the last year.

The commercial report from Memel complains bitterly over the indifference with which the well-founded requests for railway and canal communication to that fine harbor and trading location are treated by those in power, and says in regard to the demanded railroad to the interior: "It appears to us that in the whole state no railroad is more necessary and just than ours, as the question is not so much about procuring new means of communication as the maintenance of a good harbor and a fine piece of German soil; and our demand is the more just as we do not wish anything further than to be placed on equal footing with neighboring ports."

It is found that, with a far better location on the Baltic than Koenigsberg, and nearer to the grain-growing provinces of Russia, the export of cereals from Memel during 1862 was, for want of inland communication, only one-ninth part of that of Koenigsberg, the decline in the export being about two-thirds from that of 1860 and one-third from that of 1861; the whole quantity shipped during last year amounting to 9,120 "lasts," equal to 1,094,400 bushels, and the entire export of all articles from Memel for the year ended December 31, 1862, amounted in value to 6,116,640 thalers, and the imports for the same period to 1,508,356 thalers.

The total shipping of Memel for the year comprised 876 vessels entered, out of which 410 were in ballast, and 886 vessels cleared, among which were 10 in ballast; and out of the whole number cleared, more than half, or 489, were for Great Britain.

The United States consular agent at that port reports of no American vessels arrived or departed, nor any fees received at his agency, during 1862.

AIX-LA-CHAPELLE—W. W. VESEY, *Consul.*

FEBRUARY 21, 1863.

I have the honor to acknowledge the reception of the circular of the department No. 30, and dated the 24th of December last, directing me to forward to the department information as to the means adopted in the country of my official residence for the protection of the revenue and the collection of duties in the passage of goods across the national frontier. I beg to refer to the accompanying extract of the general instructions of this government to its officers upon the subject. The sheet marked A shows the formalities and regulations when foreign goods are imported and forwarded in transitu, or stored in public warehouses with the privilege of entry for home consumption or for re-exportation. The system is, I am informed by those who are in business, very complete, and a great prevention against frauds on the revenue. The national frontier is the custom-house boundary; localities are designated on the line as

stations through which goods are allowed to be brought into the country. Where canals or rivers form the boundary, the legal landing places are designated by the government. The custom-house boundary is protected by a body of men, who are uniformed and armed; and all other government functionaries are enjoined to render assistance in case of need, to prevent frauds or smuggling. Goods passing the frontier must travel the roads prescribed by the government, and by daylight, from sunrise to sunset. The carrier, boatman, or person in charge of the goods, is obliged to report himself, on arriving in the country, at the nearest custom-house establishment; whether the goods are liable to duty or exempted; he must make a declaration of all goods, wares, merchandise, or provisions under his charge. The form for this declaration is herewith transmitted, and marked B, with the general instructions for its use indorsed upon it. It is at the option of the party importing goods to enter them for home consumption and pay the duty at the frontier, or have them taken to a custom-house of the interior more convenient to the owner; it is also optional to have the goods examined and *verified*, and the duty ascertained, either at the frontier or at any locality of the interior, where the amount may be paid. But in either case the goods are always in possession of the custom-house authorities in the transit from one place to another, and are kept under lock and key; or where such mode is impracticable, one or more leaden seals (plombage) are attached to each package, a given time, according to distance, is allowed, and the carrier and the owner of the goods are jointly and severally held responsible for the delivery at the place of destination, and presentation at the custom-house. In order to insure the performance of these obligations, security must be deposited for the approximate amount of the duty, or a bond entered into by a third party; the bondsman and the owners of the goods are held jointly and severally responsible for the payment. Under the same regulations goods may be stowed at the depots of the frontier, or removed to other custom-houses within the limits of the German Confederation, with privilege of being entered for home consumption or re-exportation. The bondsman in this, as in all other cases, must be a third party. The return of the securities deposited, or release from the bond, is granted upon a certificate being presented that the obligations have been complied with. All goods sent in transit, either to another custom-house or to the frontier for re-exportation, must be accompanied with a way-bill granted by the custom-house, a copy of which, marked C and D, is herewith transmitted. The first named (C) shows that the goods have been examined, and the amount of duty ascertained at the frontier, but allowed to be removed to another custom-house for the payment of the duty. Form D is used for goods that are removed under bond, either for storage in a public warehouse or for transhipment to another country. These documents are issued in duplicate, one given to the owner and the other to the carrier, and they are required to sign an obligation faithfully to comply with the terms and regulations set forth therein. When the goods are presented, and over the frontier, the way-bill is indorsed, the bondsman released, or the amount deposited refunded. The manner in which the record of way-bills is kept, and the receipts granted for the same, is exhibited in the copies of four forms, marked from E to H, herewith transmitted. No printed forms can be obtained at the custom-house here. To guard against frauds, the forms are counted over to each clerk of a department, who is held responsible for the number received. Goods must not exceed a reasonable time in reaching their destination; and in no case are way-bills granted for a longer period than four months. No fees are exacted for the performance of any duties of public functionaries. The cost for leaden seals, roping, labor-hire, &c., is charged by the custom-house, but officers and clerks receive no fee or gratuity. Goods may be stowed in the public warehouses for any time not exceeding two years. The charge for storage differs at different places, according to locality; but in no case is the

charge more than three cents (American) per month for one hundred weight (equal to 104 pounds American) of liquids per month, and two cents for all other kinds of goods. The goods can never be removed until all claims of the government are satisfied. This being an inland town, the forementioned regulations and formalities apply to goods brought by common carrier or by boats. The custom-house regulations in force were framed in 1838, but their main features apply to the modern transit by railroad; the companies are considered common carriers, and are held responsible as such; they are therefore exceedingly cautious in receiving goods to see that the custom-house regulations are strictly complied with. Declarations are made out in two languages, German and French.

Statement showing the exports from Aix-la-Chapelle for the several quarters of the year 1862.

Articles.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.
	Th. sgrs. pfs.	*Th. sgrs. pfs.*	*Th. sgrs. pfs.*	*Th. sgrs. pfs.*
Woollen cloth	216,261 29 0	184,512 18 11	203,063 4 7	99,208 24 10
Woollen gloves	.....	8,314 6 0	1,792 2 6	1,292 11 3
Woollen flocks	.....	.....	.....	11,081 9 9
Velvets and velvet ribbons	.....	.....	.....	7,019 0 3
Needles, pins, crochets, &c.	4,836 5 6	4,707 29 10	6,564 16 7	11,873 12 6
Kid gloves	.....	.....	.....	7,313 1 0
Hardware	.....	.....	.....	459 20 0
Lead	200,683 0 0	226,794 15 0	83,727 25 0	179,973 15 3
Zinc	.....	.....	.....	1,611 6 0
Agate buttons,	.....	.....	.....	1,498 29 6
Window glass	.....	3,347 20 0	.....	550 4 0
Wine	.....	302 12 0	.....	1,192 9 0
Seltzers water	244 17 0	.....	.....	.....
Total	422,025 21 6	427,979 11 9	295,147 18 8	323,073 23 11
Of which were exported by way of—				
Antwerp	206,730 29 3	184,909 15 0	58,161 27 0	175,488 1 0
Antwerp *via* Liverpool	143,363 22 11	190,348 7 2	191,836 4 11	87,651 6 3
Havre	22,726 15 3	8,338 2 6	6,212 23 10	10,161 3 1
Hamburg	16,697 4 9	12,601 18 4	10,707 8 6	17,470 11 0
Bremen	32,362 22 4	31,791 28 9	30,515 5 5	28,402 16 3
Rotterdam	244 17 0	.....	.....	1,848 2 6
Marseilles	.....	.....	.....	2,052 13 3
	422,025 21 6	427,979 11 9	297,433 9 8	323,073 23 4

Total amount of exportations in 1862, 1,470,512*th.* 6*sgrs.* 3*pfs.*

COLOGNE—GEORGE HOLSCHER, *Consular Agent.*

DECEMBER 31, 1862.

Statement showing the value of the exports from Cologne to the United States in 1862.

Articles.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.
	Thalers.	*Thalers.*	*Thalers.*	*Thalers.*
Eau de Cologne	1,025	201	2,822	649
Saltpetre	4,433	.....	5,953	.....
Seltzers water	216	357	.....	.....
Velvets and velvet ribbons	8,984	13,399	38,948	4,865
Woollen cloth	18,520	12,840	37,497	1,200
Ribbons, taffetas	.....	1,033	1,551	2,262
Organ	.....	300	.....	.....
Silk ribbons	.....	.....	1,141	.....

Statement showing the value of the exports from Cologne, &c.—Continued.

Articles.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.
	Thalers.	*Thalers.*	*Thalers.*	*Thalers.*
Woollen flocks	.....	.....	445	.....
Paper	.....	.....	168	1,851
Sugar of lead	.....	.....	815	.....
Music	.....	.....	.....	311
Red lead and litharge	.....	.....	.....	1,603
Woollen goods	.....	.....	.....	26,227
Arms	.....	.....	.....	6,439
Wines	.....	.....	.....	1,737
Polished iron wire chains	.....	.....	.....	3,636
Silver plates and articles for housekeeping	.....	.....	.....	880
Flags and photographic images	.....	.....	.....	341
Utrecht velvets	.....	.....	.....	864
Scissors	.....	.....	.....	818
Patent cast-steel tires	.....	.....	.....	2,992
Liquors	.....	.....	.....	267
Embroidered shoes	.....	.....	.....	246
Earthen pipes	.....	.....	.....	1,100
Books	.....	.....	.....	175
Tannin	.....	.....	.....	211
Glycerin	.....	.....	.....	34
	33,178	28,130	89,340	58,708
PORTS OF SHIPMENT.				
Amsterdam	.....	.....	312	.....
Antwerp	3,398	201	1,133	6,255
Bremen	2,089	6,331	23,811	9,951
Bremerhafen	.....	.....	.....	15,207
Hamburg	23,881	13,625	57,927	18,345
Havre	.....	4,334	4,066	2,927
Liverpool	3,492	3,282	1,169	3,288
Rotterdam	318	357	922	2,735
	33,178	28,130	89,340	58,708

Total amount of exportation in 1862, 209,356 thalers.

BARMEN—J. H. ALLBERS, *Consular Agent.*

Comparative statement showing the description and value of the exports to the United States from the port of Barmen during the several quarters of the year ended December 31, 1862.

Class of goods.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.
	Th. sgrs. pfs.	*Th. sgrs. pfs.*	*Th. sgrs. pfs.*	*Th. sgrs. pfs.*
Broadcloth	177,051 27 9	207,122 10 7	282,874 3 6	180,083 19 8
Ribbons of all kinds, trimmings, small ware, &c.	13,089 23 10	28,920 25 11	61,612 24 10	256,943 25 5
Silk, half silk, and mixed dry goods	12,177 22 6	25,163 24 3	50,454 29 9	40,613 11 9
Hosiery, worsted, and cotton	10,660 17 3	13,340 12 6	6,818 27 0	347 17 0
Ironware, needles, knitting pins, cutlery, &c.	4,121 9 6	15,517 12 5	22,968 26 4	96,116 4 6
Nickel	1,663 5 9	1,340 13 6	827 13 10	3,991 14 0
Buttons and button stuffs	.....	9,349 16 8	6,918 6 11	10,538 9 9
Dyestuffs	.....	381 26 7	9,348 5 0	24,753 25 0
Cuirasses, exported from the Pacific Buenos Ayres	.....	1,000 0 0	.....	.....
Madder, French	.....	.....	27,686 24 6	.....
Wines	.....	.....	24 0 0	718 8 0
Cotton yarn	.....	.....	.....	1,048 15 6
Succory meal	.....	.....	.....	472 22 9
Herrings, salted	.....	.....	.....	152 0 0
Prunes	.....	.....	.....	115 0 0
Total	218,764 16 7	302,136 22 5	469,534 11 8	615,894 23 4
Of which were exported by way of—				
Liverpool	161,532 8 1	172,949 25 1	295,944 29 7	233,448 12 6
Hamburg	18,854 24 2	42,893 22 5	54,960 20 2	181,412 23 7
Bremen	28,208 11 7	38,166 17 9	36,019 29 6	119,932 4 5
Havre	2,438 20 9	8,099 8 0	9,816 2 6	52,982 15 7
Antwerp	7,730 12 0	38,353 1 4	38,182 22 5	23,317 5 3
Rotterdam	.....	674 7 10	30,251 24 6	4,012 0 0
Buenos Ayres	.....	1,000 0 0	.....	.....
Southampton	.....	.....	4,358 3 0	789 22 0
Total	218,764 16 7	302,136 22 5	469,534 11 8	615,894 23 4

CREFELD—P. VONWINKLEMAN, *Consular Agent.*

Comparative statement showing the description and value of the exports to the United States from the port of Crefeld during the several quarters of the year ended December 31, 1862.

Articles.	1st quarter.	2d quarter.	3d quarter.	4th quarter.
	Thalers.	*Thalers.*	*Thalers.*	*Thalers.*
Silk goods	32,346	97,263	237,450	82,263
Silk goods and silk goods mixed with cotton yarn	8,472	28,574	40,125	19,658
Cotton goods and cotton goods mixed with silk	327	.....	.....	2,011
Cotton and worsted yarn goods	.....	.....	.....	436
Stationery goods	.....	.....	.....	591
Liquors	920	460	690	.....
Total	42,065	126,297	278,265	104,959
Ports of shipments.				
Antwerp	.....	.....	50,594	11,386
Bremen	7,513	30,967	36,461	19,733
Hamburg	9,485	8,505	21,474	25,786
Havre	24,147	86,365	169,046	45,615
Liverpool	.....	460	.....	2,439
Rotterdam	920	.....	690	.....
Total	42,065	126,297	278,265	104,959
Total amount of exportation in 1862.....551,586 thalers.				

BAVARIA.

MUNICH—FRANKLIN WEBSTER, *Consul.*

NOVEMBER 2, 1863.

I have the honor of presenting herewith a commercial and statistical report for this consulate for the year ended September 30, 1863. * * * * * *

The kingdom of Bavaria, the third in size of the German confederacy, contains 29,261 $\frac{63}{100}$ square miles, of which 2,292 square miles lie at a distance of some fifty miles from the main body of the kingdom, on the west bank of the Rhine, and constitute what is called the Pfalz, or Rhenish Bavaria. Her population, according to the census of 1861, amounts to 4,689,837 souls, of whom 3,176,333 are Catholics, 56,033 Jews, and the remainder Protestant.

The Pfalz has 608,069 inhabitants, of whom 316,806 are Protestant, and 247,851 Catholic. Bavaria, being situated in the very heart of the continent of Europe, is almost destitute of navigable waters, and is therefore dependent for commercial facilities mainly upon railroads. With these she is now well supplied, her capital (Munich) being connected by rail north, *via* Nuëmberg, with Bremen, Hamburg, and Berlin; northeast, *via* Regensberg, (often miscalled, in French and English, Ratisbon,) with Prague and Dresden; east with Vienna; south with Innsbruck; southwest with Lake Constance, at Lindau; west with Havre, *via* Stuttgart and Paris; and northwest, *via* Aschaffenburg, Frankfort-on-the Main, and Cologne, with Ostend, Brussels, and the Hague.

The principal ports of exit for the trade of Bavaria with America are Bremen, Hamburg, and Havre. Of the 52 invoices verified at the consulate since the 1st of April last, 25 were shipped at Bremen, 19 at Hamburg, and 6 at Havre. The other 2 were shipped, one at Amsterdam and the other at Liverpool.

Goods can be sent by rail as express (eil-gut) which go with the mail trains, or as first and second class freight (fracht-gut.) Express goods for Bremen or Hamburg require about five days for the transit from Munich, to Havre nine. Freight goods require about double that time. The freight upon goods bound to Hamburg or Bremen is reckoned in Prussian money (thalers at 30 silbergroschen each) at so much the zoll-centner (tariff union hundred weight;) on those to Havre in French money, (francs at 100 centimes each) at so much the 100 kilogrammes. The subjoined table gives these rates with their equivalents in Bavarian money.

Places.	Express.	First class.	Second class.	
Bremen	90¾ sgrs	47½ sgrs	40½ sgrs	Per zoll-centner.
	Florins, 5-16¾ xr	2 f., 46¾ xr	2 f., 12¾ xr	
Hamburg	95¼ sgrs	48 sgrs	38¾ sgrs	
	Florins, 5-36 xr	2 f., 48 xr	2 f., 14 xr	
Havre	38 francs, 60 centimes.	15 frs., 8 centimes	12 frs., 49 centimes.	Per 100 kilogrammes, or
	9 florins	3 f., 31 xr	2 f., 55 xr	Per zoll-centner.

The railroad company charges 3 kreutzers for each freight bill and receipt.

NOTE.—1 zoll-centner = 50 kilogrammes = 110.231 pounds avoirdupois. Sgr = silbergroschen f. = gulden of Bavaria = 60 kreutsers each marked xr, f. = $0 40 cents.

The German letter Z (tset) has no corresponding English letter. It differs from the English letter Z (which is commonly substituted for it more as a matter of custom or convenience than propriety, and is hence often erroneously confounded with it) in form, name, and power. Its true English equivalent is the *two* letters *ts*, which ought rightfully to be substituted for it in the transfer of all such words as zoll (tsoll,) pfalz (pfalts, &c.,) into English print.

All *manufactured* goods are allowed to leave Bavaria (and Germany) free; but it being the policy of the government to encourage the manufacture of all *raw* materials at home, a specific export duty is imposed upon most of them; as, for instance, upon raw hides f. 2.55 xr. per cwt.; furriers' skins f. 1-10 xr. per cwt.; cattle hair 17½ xr. per cwt.; rags and all paper materials f. 5.15 xr. per cwt.; wool 35 xr. per cwt.

All duties, both upon exports and imports, are *specific*.

The entire number of invoices verified at this consulate during the year ended September 30, 1863, is ninety-five, amounting in value to f. 138,613.54 xr. These in detail were as follows, viz:

No. of invoices.	Character.	Value.
		f. xr.
16	Leather	61,412 00
4	Wool	17,667 53
13	Gold and silver paper	12,962 51
3	Violins	1,445 48
6	Meerschaum pipes	6,223 13
2	Bohemian glass	315 36
15	Articles for Catholic church use	7,486 41
12	Oil and Barcelain paintings	19,473 09
1	Statue of Venus, (Carrara marble)	2,497 00
23	Miscellaneous	9,129 43
Total No.. 95	Total value	138,613 54

In July last was also exported the door for the capital at Washington, designed by Mr. Randolph Rogers at Rome, and executed in bronze at the foundry here, the value of which, so far as it is of Bavarian origin, is fixed by the director of the foundry at f. 50,000.

The miscellaneous exports consist of artificial flowers, artist's colors in oil, books, chiccory, clocks, compass saws, chenillien, fancy goods, family goods, housekeeping goods, linen goods, matches, match-boxes, paints, photographs, pipes, porcelain ware, portemonies, rifles, soaps, in foil, paper, trees, and plants.

The contents of all the said invoices except the chiccory, chenillien, matches, match-boxes, meerschaum pipes, and portemonies, were produced in Bavaria.

The leather, all from one manufactory in Munich, is called "calf kid," it being calfskin so dressed and colored as to resemble fine kid leather. The wool, amounting to 22,653½ pounds, was all exported in the fourth quarter of 1862. Violins and other stringed intruments are largely manufactured in the Bavarian Alps, on the Tyrolian frontier. Elegant Bohemian glass (so called) is manufactured in the mountain district east of Regensburg. The Catholic goods consist of altar furniture, banners, images of wood or composition, paintings, and vestments. It is a fact worthy of remark, that eleven of the twelve invoices of paintings verified during the year were presented at the consulate during the months of August and September last. During these months exchange, which for so long a period had remained at so excessively high rates, experienced, as is well known, a very great reduction; showing how dependent is the sale of works of art, a most important branch of trade in Munich, upon easy exchanges with the country to which they are destined.

As a centre of art Munich is celebrated. Her "academy," or school of art, is the resort of many students from abroad, including a number from America. Here a director, (Von Kaulbach,) twelve professors, and two teachers, give instruction and lectures (in German of course) in drawing, perspective anatomy, painting, composition, sculpture, architecture, engraving, and art-history. Its terms commence the middle of October, and the Monday following the Easter holidays. It was formerly free, but now each student pays an entrance fee of f. 8 and a fee of f. 5 for each term.

The production and original sale of salt in Bavaria is a monopoly of the government. Bavaria possesses seven salines, (mines and springs,) and eight works, viz: 4 in Oberbagern, (the Munich district,) they being a mine and

boilery at Berchtesgaden; a boilery and refinery at Reichenhall; and boileries at Traunstein and Rosenheim; 2 in Unterpanken, (Wurzburg district,) Kissingen and Orb; and 1 in the Pfalz, at Durkheim; the last three having boiling apparatus and refineries.

According to an average of several years the annual product of salt from these sources is 920,980 zoll-centner, of which over 800,000 zoll-centner are brought to market as kitchen or common salt.

The remainder, being the waste or coarse products of these establishments, is sold for agricultural purposes, and is used as manure and for the feeding of cattle. Tobacco culture in Bavaria reached its height in 1857, when it occupied 20,179 tagwerks (or Bavarian acres,) and produced 152,975¼ Bavarian hundred weight. From this time declining prices and a diminished foreign demand have reduced the breadth of land planted at an average annual rate of 2,500 tagwerks. In 1861 only 9,096 tagwerks were planted, the product being 56,266½ Bavarian cwt. The increasing inquiry and advancing prices occasioned by this diminished product caused a slight increase in 1862, when 10,067 tagwerks were planted, producing 83,538 Bavarian cwt. This was an average product of 8.03 Bavarian cwt. to the tagwerk, the most fruitful year since 1856.

This culture is found mostly in the Pfalz and Mittelfranken (the Nuëmberg district,) 60 per cent. of the land devoted to it being in the Pfalz, and 30 per cent. in Mittelfranken. The average prices per Bavarian cwt. for the best and poorest tobacco of the crop of 1862 were:

	Best.	Poorest.
	f. xr.	f. xr.
Pfalz	22 4	13 26
Mittelfranken	14 35	11 31
Entire kingdom	17 21	11 38

The entire crop produced f. 1,198,604, being f. 560,000 more than the crop of 1861. The following table will present a general view of the tobacco culture in Bavaria, and its product for the last seven years:

Years.	Tagwerks.	Product, Bavarian cwt.	Average to tagwerk, Bavarian cwt.	Average price per Bavarian cwt.
1856	15,519	126,271¼	8.15	.....
1857	20,179	152,975¼	7.58	f. 15.35 xr
1858	17,397	132,944¾	7.63	9.03 xr
1859	13,934	83,980	6.02	11.30 xr
1860	11,576	84,400¾	7.20	9.45 xr
1861	9,096	56,266½	6.18	11.25 xr
1862	10,067	83,538	8.03	14.21 xr

The amount of land devoted to tobacco in the Zollverein in 1861 was 55,885 Prussian morgen, (1 Prussian morgen = 0.74 Bavarian tagwerks,) yielding 354,335 zoll-centner of cured leaves.

The latest general report of the agricultural statistics of Bavaria was published in 1857; but even these were made up in 1854 from data of 1853. In other words, the following agricultural statistics are *ten years old*, but are the latest of the kind obtainable, or even extant!

NOTE.—1 Bavarian tagwerk = 0.842 (0.84198472) acre, (English.) 1 Bavarian cwt. = 100 Bavarian pounds = 123.459 pounds avoirdupois. 1 zoll-centner = 89.2857¼ Bavarian pounds = 110.231 pounds avoirdupois.

GRAIN.

	Tagwerks sown.	Scheffels produced.	Scheffels produced to tagwerk.
Wheat	703,943.42	1,658,498	2.35
Rye	1,775,480.39	4,495,742	2.53
Spelt	371,912.09	1,782,136	4.79
Barley	843,535.43	2,331,385	2.76
Oats	1,506,260.41	4,964,255	3.53
Legumes, (lentils, peas, &c.)	130,889.32	284,548	2.17
Indian corn	2,923.35	9,056	3.01
Buckwheat	7,243.63	12,453	1.72
Millet	10,583.36	24,682	2.33
Total	5,352,771.40	15,562,755	
Potatoes	684,770.06	11,144,898	16-28

MERCANTILE PRODUCTS.

Products.	Tagwerks.	Measure, weight, &c.
Wine	64,894.34	864,350 eimers.
Hops	32,029.39	72,881 Bavarian cwt.
Tobacco	17,240.62	141,462 Bavarian cwt.
Oil seeds, (reps, poppy, &c.)	29,991.31	66,282 scheffels.
Flax and hemp	109,414.97	104,370 scheffel seeds, (315,338 Bavarian cwt., raw fibre.)
Other mercantile products	7,166.98	
Total in mercantile products	260,737.61	

PRODUCTS OF FODDER.

On ploughed land, &c.	Tagwerks.	Weight of dry fodder produced.
Principal crop	720,924.25	14,701,701 Bavarian cwt. proper fodder.
Second crop	675.94	8,349 Bavarian cwt. clover hay.
Root crops, 1st crop	166,602.49	9,227,441 Bavarian cwt.
Root crops, 2d crop	110,431.98	3,474,118 Bavarian cwt.
From meadows	3,554,325.28	52,756,548 Bavarian cwt.
Pasture lands, &c.		
Pasture	862,682.15	
Garden	222,512.16	
Fallow ground	1,725,027.36	
Flat available farm land	13,450,363.03	
In private hands	12,750,545.55	

Number of proprietors, 879,850; number of parcels, 13,085,110. In possession of corporations, foundations, &c., 611,573.44 tagwerks. In possession of the state, of districts, &c., 88,244.32 tagwerks. Forest, 7,358,844.25 tagwerks; wood produced, 2,692,178 klafters. Forest in private hands, 3,630,559.1 tagwerks. Number of proprietors, 315,039. Forest in possession of corporations, &c., 1,157,949.27 tagwerks. Forest in possession of the state, district, &c.,

2,570,335.86 tagwerks. House-lots and yards, 124,522.13 tagwerks. Streets, roads and ways, 369,738.92 tagwerks. Rivers, lakes and waters, 350,825.55 tagwerks. Rock and waste lands, 594,548.23 tagwerks.

Total area of Bavaria, 22,248,842.38 tagwerks, equal to 29,261.63 square miles (English.)

Product of the mines and quarries of Bavaria for 1861.

	No. of mines and quarries.	Produce in zoll-centner.	Value at point of production.	No. of laborers employed.
Gold, (washed)	20	(12,789 lbs.)	f. 926	16
Iron ore	326	1,147,715	217,271	814
Lead ore	10	5,000	5,000	116
Mercury ore	6	77	9,424	37
Fahlerz ore	8	2,929	5,193	40
Antimony ore	1	270	2,025	18
Magnetic and sulphur pyrites	8	50,888	14,490	72
Ochre and dye earth	55	8,969	4,987	51
Coal, (hard and soft,) brown, bituminous	181	5,300,226	1,187,931	2,703
Graphite	53	7,728	24,150	45
Porcelain clay	48	7,978	9,430	48
Emery	3	714	928	4
Potter's clay	18	47,792	25,297	30
Steatite	1	720	1,070	6
Gypsum	29	244,120	35,248	67
Slate, (tablet and roof)	33	22,140	9,841	88
Barytes	3	14,136	10,100	50
Quartz and feldspar, fluor, spar or blue	7	12,011	3,700	10
Fluate of lime, (fluss-spath)	1	30	52	2
Total	811		f. 1,567,063	4,217

Products of furnaces, forges, and smelting houses in Bavaria for the year 1861.

Description.	No. of works.	Product in zoll-centner.	Value at point of product'n.	No. of laborers employed.
Iron, in pigs	84	584,980	f. 1,769,465	1,400
Iron castings from ore at furnace	.....	110,849	690,547	112
Iron castings from pigs	12	75,676	586,887	419
Bar and rolled iron	38	578,100	4,202,356	1,611
Sheet iron	1	53,802	238,769	28
Iron wire	6	11,116	102,962	42
Steel	3	622	43,600	8
Lead products	1	247	2,470	9
Antimony*	1			
Alum	1	62	392	19
Vitriol, green	1	5,570	19,853	.....
Vitriol, mixed	.....	1,502	11,957	.....
Total	148	.....	7,669,258	3,648

* The ore was sold in a raw condition.

NOTE.—1 scheffel = 6.1175 bushels. 1 eimer (Bavaria) = 60 Bavarian mass = 14.117348 English imperial gallons. 1 English imperial gallon = 4.25009 Bavarian mass. 1 Bavarian *mass* = 0.94115654 quart. 1 Bavarian tagwerk = 0.842 (0.84198472) acre, (English.)

Manufactures of Bavaria—census of 1861.

Description.	No. of factories.	Number of looms.	No. of workmen.
Woollen cloths	143	459, of which 392 are hand looms	1,240
Half woollen stuffs	23	138, of which 122 are hand looms	331
Fulling mills	162		158
Cotton and half cotton	43	5,570, of which 205 are hand looms	4,016
Do. do. 1847	120	14,190, of which 13,236 were hand looms	20,411
Linen fabrics	30	174, of which 134 are hand looms	296
Silk and half silk fabrics	4	66	95
Shawls	1	2 hand looms	1
Ribbons, fringes, &c.	14	306, of which 241 are hand looms	328
Carpets, introduced since 1847	2	2	2
Hosiery	15	114, of which 84 are hand looms	173
Net and point lace, new, since 1847	5	24	174
Yarn bleachery	27		39
Cloth bleachery	69		212
Turkey-red dyeing	3		12
Cotton and woollen yarn dyeing	32		51
Silk dyeing and finishing	2		2
Other dyeing and finishing	28		248
Cloth printeries	31	With 202 printing tables, and 31 print. machines.	693
Oil-cloth	6		69
Iron works	126	Including furnaces for raw steel and rolling mills.	2,275
Wire works	19		170
Steel	3	Including steel rolling and wire works	14
Lead	5	Including works for lead pipes, wire, and sheet lead	32
Zinc	2	Including works for lead pipes, wire, and sheet lead	21
Copper	21	Including works for hammering and rolling sheets.	116
Brass	10	Including works for brass wire and tubing or pipes	356
Tin, arsenic, sulphur, vitriol, alum, mercury, antimony, bismuth, cobalt, nickel, and gold—in all.	6		110

Manufactures of Bavaria &c.,—Continued.

Description.	Number of factories.	Number of workmen.
Machinery	42	2,946
Hatchels, combs, cards, looms, and stocking machine	34	123
Railroad cars and other vehicles	14	1,717
Scythe, chain, anchor, screw, nail, tack and sheet-iron goods	66	547
Heating and cooking apparatus	25	756
Muskets and side arms	7	671
The Royal Armory at Hamburg employs		570
Powder mills, shot, balls, percussion caps	11	51
Needles, (78 factories in 1847 employed 694 hands)	30	150
Pins, knitting needles, hair-pins, &c	4	13
Gold and silver ware and their imitations	18	911
Copper, bronze, and brass galvanized and composition goods	22	189

Manufactures of Bavaria, &c.—Continued.

Description.	Number of factories.	Number of workmen.
Lime-kilns	1,132	1,675
Brick-yards	3,840	11,599
Gypsum, asphaltum, cement, whet and grind stones	454	613
Gas and coke	32	294
Chemicals, white lead, white zinc, dyes and lacquers	83	837
Matches	56	575
Perfumes and soaps	14	56
Mineral oil and paraffine	2	25
Glass furnaces	51	1,226
Glass cutting and polishing	269	2,040
Looking-glasses, (144 factories in 1847 employed 942 workmen)	11	266
Porcelain goods, (22 factories in 1847 employed 1,182 workmen)	15	746
Crockery and other earthen ware	37	574
Oil mills and refineries (675 foremen not counted as workmen)	1,366	1,135
Tan mills	403	582
Saw and veneer mills	4,142	5,387
Potash	442	574
Tar-kilns, pitch boileries, spirits of turpentine and lampblack	181	342
Colored and lacquered leather	8	302
Glue and gelatin	56	111
Wax bleacheries and wax goods	117	165
Stearine, oleine, oleic-acid, soap and candles	23	174
Bone black, poudrette, ground bones, artificial manure, dried blood	86	125
Umbrellas, parasols and their frames, canes and whips	30	95
Buttons from wood, horn, pearl, papier-mache, and metal	14	60
Furniture, mouldings and carvings	28	304
Toys, boxes and packing cases	28	572
Manufact's of whalebone, ivory, horn, shell, tortoise shell & bone	28	248
India-rubber and gutta-percha goods	2	3
Paper pasteboard	151	2,175
Paper-hanging, gold-embossed and variegated	33	660
Sealingwax, wafers, quills, pencils, and steel pens	45	1,170
Leather and paper goods, portfolios, and cards	11	176
Playing cards	28	70
Stone paste (steinpapp) and papier-mache	12	342
Lacquered wares of metal, wood, &c., lamps	6	28
Straw hats and straw goods	36	418
Flour and grain mills, supplied with 22,750 run of stones	9,733	20,072
Packing-houses, for meats, fish, &c	7	11
Starch. starch-flour, sago, vermicelli, &c	79	246
Chocolate, counterfeited coffee, chiccory, and mustard	126	268
Tobacco and cigars	197	2,432
Beet-root sugar and sugar refineries	10	690
Vegetable extracts	57	149
Vinegar and pyroligneous acid	373	609
Beer breweries	5,387	14,984
Whiskey and other distilleries	7,763	9,380
Champagne factories	7	73
Lithographic stone and roof-plates, quarries at Solenhofen	76	296
Salt bags	1	418
Cannon foundry	1	26
Forest seeds, institution for collecting all in the Pfalz	7	20

There are in Bavaria 889 steam-engines of all kinds, possessing 77,889 horse-power, or 1 horse-power to each 500 inhabitants; 45 of these engines, of 13,385 horse-power, are used in navigation; 353 of these engines, of 55,136 horse-power, are used upon railroads; and 491 of these engines, of 9,368 horse-power, are used for all other purposes.

This shows a large increase upon 1847, when there were but 132 steam-engines in Bavaria, possessing 5,333 horse-power.

Bavaria possesses 16 railroads, whose united length is 1,134.6 miles (Eng-

lish, or 246.55 German miles.) These roads are equipped with 353 locomotives, 1,001 passenger cars, 7,520 freight cars, and 5,228 employés; being for each German mile (=4.6019 English miles) a supply of 1.43 locomotives, 4.06 passenger cars, 30.5 freight cars, and 21.2 employés.

NUREMBURG—C. G. WHEELER, *Consul.*

SEPTEMBER 30, 1863.

I have the honor of laying before the department my first annual report of the trade and commerce of this consular district with the United States for the year ended this day. Owing to the absence of published official statistics it is impossible to give such a review of the subject as would be desirable. In general, trade has been tolerably active, though, as might be expected, the United States has not retained her relative importance as customer, compared with that held by her previous to the outbreak of the present rebellion. Subjoined I beg to present a

Statement showing the description and value of the principal exports from Nuremburg to the United States ports during the year ended September 30, 1863.

To—	ARTICLES.			
	Looking-glass plates.	Fancy goods and toys.	Lead pencils.	Dutch leaf metal & bronze.
New York	478,396 11	130,534 07	117,460 90	87,145 53
San Francisco	2,467 30	27,223 37	.....	.....
Philadelphia	32,047 94	10,680 03	996,23	.....
Cincinnati	13,162 35	2,864 71	.....	.....
St. Louis	.....	5,690 52	.....	.....
Baltimore	.....	6,582 58	1,279 53	.....
Chicago	.....	6,606 78	.....	1,208,00
Boston	.....	3,933 73	.....	.....
New Orleans	.....	476 35	.....	.....
Other places	.....	4,289 35	.....	.....
Total florins	526,073 70	198,881 49	119,736 66	88,353 53

STATEMENT—Continued.

To—	ARTICLES.			
	Woollen cloth.	Drugs and paints.	Sundries.	Total.
New York	110,591 90	6,489 08	35,565 72	966,183 31
San Francisco	4,346 06	1,600 56	32,543 34	68,180 63
Philadelphia	769 30	.....	9,707 81	54,201 31
Cincinnati	.....	.....	16,276 34	32,303 40
St. Louis	.....	.....	.....	5,690 52
Baltimore	.....	.....	.....	7,862 11
Chicago	.....	.....	.....	7,814 78
Boston	2,394 24	.....	2,361 47	8,689 44
New Orleans	.....	.....	.....	476 35
Other places	356 57	.....	1,559 30	6,205 22
Total florins	118,458 07	8,089 64	98,013 98	1,157,607 07

The value of the merchandise actually exported from this consulate during the past year is doubtless between one and a half and two millions of florins.

Owing to the high rate of the existing tariff, many articles formerly sent from here to the United States in large quantities will no longer pay a profit to the exporter. Among these articles are ivory combs, hair and paint brushes, horn buttons, and the cheaper qualities of lead pencils. However, it is partly owing as well to the increased wages paid to mechanics here, and in those articles so enhancing the cost of manufacturing, that under the present tariff they will not bear exportation. The direct imports from the United States are not important. Cedar-wood for pencils is brought here to some extent from Florida; also the anomaly occurs of importing small clock-works from New York, fitting the same in various kinds of automaton toys and reshipping to the same port! There is considerable American capital employed in this consulate, chiefly in mercantile enterprises. The northern and central Bavarian crops have been fair this year. The yield of hops, however, one of the more important staples, is considerably under the average, and not more than three-fourths of a full crop, yet the quality is most excellent. Prices do not nevertheless rule high, on account of the favorable advices with regard to the yield of the English gardens.

SAXONY.

LEIPSIC—A. M. MOTHERHEAD, *Consul.*

OCTOBER 1, 1863.

I have the honor herewith to transmit the annual report of this consulate.

This report will necessarily be brief, as I have neither political nor commercial changes of importance to record; and as my report for 1862 will, in nearly all respects, hold good for 1863, containing as it did statistical information which has not since been corrected, this will prevent me from giving general statistics, excepting some few cases where more authentic or more general information has been obtained; and I will confine the present report to more detailed and sectional limits than that of 1862, to which it may not inappropriately be considered an appendix.

Respectfully referring, therefore, to my last report for information concerning the area, population, budget, postal, and commercial facilities of Saxony, I shall first proceed to give what new and detailed information I can upon the mining region.

It is estimated that America has two hundred thousand square miles (German) of coal fields, while Saxony has but 30; the ratio of the coal fields to the total surface of the land being, in America, 1.15; in Saxony, 1.105. The yield in America last year was about six millions tons; in Saxony two millions.

The daily wages of a workman in the upper ore mountains average from 9 to 10 neugroschens, (1 groschen equalling $2\frac{1}{2}$ cents,) the maximum being 20, the minimum 2 groschen.

These mountains furnish fewer young men fit for military service than any other part of Saxony. The bill of mortality shows that 48 per cent. of the children die in their first year; and that from 1844 to 1853 this normal quantity rose to the enormous rate of $62\frac{1}{10}$ per cent.—the population increasing only $1\frac{1}{5}$th per cent. per annum.

For many years but one line of railway has been open to commercial intercourse, but two new lines have been projected, and are now rapidly approaching completion.

The mines worked in Saxony number 472; the number of miners employed,

10,695; number of workmen in smelting, 1,012. The total yield from the sale of the whole produce of the four mining districts of Altenberg, Freiberg, Marinberg, and Schwarzenberg, in 1862, was 1,778,620 thalers. Total yield from the sale of the whole produce of the smelting works, 2,748,511 thalers. Yield from the sale of the whole produce of the smelting works, as wrought into different articles of trade, 74,745 thalers. The mining district of Freiberg alone furnished, in the year 1860, 55,910 toll pounds fine silver; in 1861, 53,416 toll pounds fine silver; and in 1862, 46,587 toll pounds fine silver, at 30 thalers per pound.

The separating of gold from silver was begun at Freiberg about one year since. But as many American ores are melted down here, silver being sent in its natural state to Hamburg as payment, I am unable to state the amount produced.

The number of diggings has fallen off in these districts since 1825, there being in that year, in the district of Marinberg and Schwarzenberg, 788; and in 1862 only 367. These mines are not distinguished for their richness, but the excellency of their management and machinery, and the scientific institutions connected with them, have given them a high reputation.

In my last report I mentioned that the length of railway lines in Saxony was 480 miles. In the year 1862 there were opened in Germany 527 miles of new lines, about 20 of which were in Saxony. The average cost of the construction of these roads has been over half a million of thalers per mile.

A remarkable fact (showing how admirably the regulations upon these lines are calculated to secure the safety of passengers) is that, although last year (1862) there were 60,500,560 passengers, but five of them were killed and thirteen wounded by accident.

There are in Saxony about 300,000 cotton spinners, dyers, weavers, and printers, producing, inclusive of flax and hosiery manufactures, goods worth about 28 million of thalers. In consequence of the scarcity of cotton, about one-third of these operatives have been thrown out of employment, and the wages of the remainder greatly reduced. This is, of course, produced by the rebellion in the United States. The suffering, however, is greatly mitigated by the employment given by the construction of several new railways; and it is to be hoped that before this source fails them the restoration of the Union will enable their employers to resume operations, and thus provide for those now unable to provide for themselves.

Concerning the different employments of women, I have been able to learn that about 45,000 lace-makers, embroiderers, plain, gore, and glove seamstresses, are employed in different parts of Saxony. Many of these earn from 2 to 3 groschen per day, while the more fortunate receive from 1½ to 2½ thalers per week. There are 31 schools where embroidery and lace-making are taught, with an attendance, in 1862, of 1,900 pupils. In 1860 there were in Saxony but 10 embroidery machines, while in March, 1863, the number had increased to 97. Adorf and Plumen are the principal places for this branch of industry.

The tariff of the French-German commercial treaty fixes a duty of 30, 34, and 40 thalers, according to the quality of the material, upon each cwt. of lace imported into Germany, but if imported into France an ad valorem duty of 5, 10, and 15 per cent. This almost amounts to a prohibition.

At Annaberg and Buchholz about 1,000 women are employed in manufacturing crinoline.

Toys are manufactured to a great extent, principally near Oberhaw, giving employment to over 4,000 workmen, with from 1 to 3 thalers weekly wages. Several thousand women are also employed in the various printing and binding establishments, at wages differing but slightly from those already mentioned.

Concerning the trade of Leipsic, the following has been given as correct information, although not so full as was desired by me: The import of dutiable

goods into Leipsic amounted, the last year, to two millions thalers for 67,000 cwt. of coffee, (being one-twentieth of the import into the Zollverein;) one million thalers for 33,000 cwt. tobacco, (one-eighth of the Zollverein imports;) four and a half millions thalers for 55,000 cwt. woollen yarn, (one-third of the total import;) two and a half millions thalers for 16,500 cwt. of cotton goods, (nearly the entire import;) three and a half millions thalers for 18,700 cwt. woollen goods, (three-fifths of the import;) five millions thalers for 4,700 cwt. silk goods, (one-half the import;) thus making a total, in seven articles alone, of 229,900 cwt., valued at twenty and a half millions thalers.

Taking these figures as a basis, it is estimated that the yearly trade of Leipsic, inclusive of the fairs, is about 200 millions thalers, equal to one-fourth of the exports of France, or one-fifth of England. Of the money trade I am unable to form any estimate, but am informed that one company, the Deutsche Allgemeine credit Austalt, brought into circulation about forty millions thalers by doing business in current accounts.

Mention has already been made of the Leipsic fairs; of which there are three, viz: at New Year, Easter, and Michaelmas. The New Year fair is of but little importance; to the Michaelmas fair about three-fourths as many goods are brought as to the Easter fair. An idea of the amount of business done in Leipsic in fair time can best be formed from the following list of goods brought to the late Easter fair. This is exclusive of the amount sold by resident firms:

Total amount of goods for sale, 151,892 centners; of which 31,713 were cotton goods, 50,780 were woollen goods, 2,868 were silk goods, 11,551 were linen goods, 25,678 were leather (of all kinds,) 3,822 were iron ware, 2,517 were glass, 3,870 were paper, 2,868 were porcelain; the remaining 16,000 cwt. being made up of different articles.

The present Michaelmas fair has been much more favorable than was anticipated, and in some classes of goods a considerable increase of prices was obtained.

Large quantities of cloth were at this fair purchased for the American market.

I had hoped to be able to present full statistics of imports and exports; but the same having been delayed, I am compelled to omit them for the present.

Of the trade of Saxony with the United States an estimate can be formed from the amount of invoices registered at the consulates of Dresden and Leipsic; the amount for Leipsic from January 1 to September 30, 1863, being $1,879,612 53. Should the amount for Dresden be equal to this, it would make the exports of Saxony to America for the above mentioned period more than 3,500,000 dollars.

HANOVER.

HANOVER—INGERSOLL LOCKWOOD, *Consul.*

SEPTEMBER 30, 1863.

In conformity with consular regulations, the following annual report is respectfully submitted:

KINGDOM OF HANOVER.

The principal ports of the kingdom of Hanover are Harburg on the Elbe, Geestemünde on the Weser, and Emden and Leet on the Ems. Its commercial relations with the United States are becoming quite considerable.

The University of Gottingen and the Polytechnic School at Hanover, together with the proverbial purity of the Hanoverian pronunciation of the German

language, constitute sources of great attraction to students, and bid fair, in future, to aid materially in increasing American interests in this consulate.

The following are tables of statistical information:

TABLE No. 1.

Population of the kingdom of Hanover	1,888,070
Area in square miles	698,722
Population to the square mile	2,701
Population of the city of Hanover	71,170
Number of cities containing at least 12,000 inhabitants	7

TABLE No. 2.

Length of railroads	121 miles.
Number of engines	202
Average power	120 horses.
Number of passenger cars	312
Number of freight cars	3,962
Freight on 100 pounds from Hanover to Bremen—first class	9 cents.
" " " " " second class	11 "
" " " " " third class	13 "
Length of telegraph lines	201 miles.
Cost of despatch of 20 words from Hanover to Berlin	35 cents.
From Hanover to Vienna	50 "

TABLE No. 3.

Agricultural statistics.

Number of acres under cultivation	4,131,816
Number of acres of meadow land	2,443,541
Number of acres of wooded land	2,036,379
Number of horses	213,946
Number of cattle	949,179
Number of sheep	2,211,927

TABLE No. 4.

Financial statement.

Number of savings banks	125
Amount of deposits ... thalers	11,203,240
Number of depositors	113,650
Value of property insured during the year 1861 ... thalers	301,422,454
Value of personal effects insured in 1861 ... thalers	184,133⅔

TABLE No. 5.

Textile statistics.

Amount of American cotton imported into the kingdom of Hanover during the year 1861, 615,840 cwt.

	No. of manufactories.	No. of hands.
Zephyr wool, worsted, and half woollen yarn	33	291
Wool-carding	8	31
Cloth	13	533
Woollen and half woollen stuff	22	713
	76	1,568

TABLE No. 6.

Statistics of emigration.

To the United States in 1862	1,17
To the United States in 1861	1,14
To the United States in 1860	1,05
To the United States in 1859	88

THE CONSULATE OF BRUNSWICK.

The city of Brunswick is but thirty English miles distant from Hanover, an is connected with it by railroad. The fact that the duchy of Brunswick on th death of the present duke reverts to the house of Hanover, tends also to su port the suggestion that the two consulates be consolidated.

PORT OF GEESTEMÜNDE.

The new port of Geestemünde, on the lower Weser, has been completed an opened to commerce. A consular agency has been established at th s port, an Mr. Edward Ulriche, of Geestemünde, appointed to the position. This harb is 1,700 feet long, 400 feet wide, enclosed by solid walls, and of sufficient dept to float the largest vessels. The fact of Geestemünde being a free port, its co nexion by railroad with the interior, its admirable docks, (provided with hy draulic apparatus for landing and shipping merchandise,) its great facilities fo provisioning of vessels, taking in ballast and fresh water, and its very extensiv railroad depot, (affording every comfort for passengers to and from America,) wil in time, greatly and deservedly increase the commerical importance of this ne and excellent port.

TABLE No. 7.

*Statement of exports to the United States for the quarter ended September 3 1863.**

	Thalers.
Zephyr wool	15, 669
Hair-cloth	6, 959
Ultramarine	1, 107
Drugs	1, 973
Pipe-bowls	1, 186
Nine invoices of miscellaneous exports	3, 469
Total	30, 363

THE HANOVERIAN MERCHANT NAVY.

The following is strictly a statement of sea-going vessels, or, in other wor those provided with registers and sea-letters.

The measurement of a Hanoverian vessel is registered at the rate of 4,0 pounds to the ton.

* Previous to July 1, invoices were generally presented for registry and verification Hamburg and Bremen.

TABLE No. 8,

Showing the number and tonnage of vessels belonging severally to the ports of the Elbe, Weser, Ems, and North sea.

	No.	Tonnage.
Belonging to ports on the Elbe	155	11,011
Belonging to ports of the Weser	45	5,964
Belonging to ports of the Ems	546	31,170
Belonging to ports of the North sea	123	4,480
Total	869	52,625

TABLE No. 9,

Showing the Hanoverian merchant navy in comparison with those of the other German states on the North and Baltic seas.

Nationality.	Date.	No.	Tonnage.
On the North sea.			
Hanover	Oct., 1862	869	52,625
Oldenburg	Dec., 1860	244	28,016
Bremen	Dec., 1861	*253	82,868
Hamburg	Dec., 1861	491	98,102
Holstein	Dec., 1860	1,340	34,387
On the Baltic sea.			
Prussia, including coasting vessels	Jan., 1862	1,366	176,268
Mecklenburg Schwerin	Jan., 1860	405	74,180
Lubeck	Jan., 1862	55	6,355
Total	.....	5,023	552,801

RATES OF FREIGHT.

Merchandise from this consular district is shipped to the United States by way of Hamburg or Bremen.

TABLE No. 10,

Showing in tabular form the rates of freight by way of Bremen.

Destination.	Description.	Rates.
New York	(Per steamer.) Cotton and ordinary goods, with 15 per cent. primage for 40 cubic feet, Bremen measure	£2 10
Do	Other merchandise, per steamer, with primage as above	3 10
Do	Other merchandise, per steamer, with primage as above, *via* Hull and Liverpool line	4 10
Philadelphia	Other merchandise, per steamer, with primage as above, *via* Hull and Liverpool line	4 10
Baltimore	(Per sailing vessel.) 5 per cent. primage for 100 cubic feet	1 12

There are also low rates for all goods, wares, &c., shipped as ballast.

AMERICAN VESSELS UNDER HANOVERIAN PROTECTION.

American vessels pass under Hanoverian protection upon entering the Elbe, Weser, and Ems; but the pilot fees are so affected by the size of the vessel, season of the year, and distance piloted, that it would be difficult to give any very concise tabular statement. For two or three-masted vessels, the Weser pilot's fee varies from seventy-two to fifteen cents for every foot of water drawn.

The Elbe pilot's fee for piloting a vessel from below Gluckstadt to Hamburg or Altona amounts to one thaler for every foot of water drawn; and in addition to this sum the pilot receives one thaler for every vessel, irrespective of tonnage, which he takes over the Blankenese bar. If, on account of ice or any obstruction, the pilot is obliged to run the vessel on the strand, and does not succeed in getting her off within twenty-four hours, the master may pay his fee and refuse additional services. Should the pilot remain on board he is required to pay one thaler daily for expenses, and afterwards on pilot the vessel to her destination, for which, however, he receives no fee.

Should circumstances demand the pilot's presence for a distance out at sea, he will receive, in addition to his fee, the usual pay for a first steersman. Should the vessel, from too great a draught of water, be detained, and forced to make use of lighters, the pilot during this time will receive one thaler daily.

REGULATIONS FOR PREVENTION OF COLLISIONS AT SEA.

The Hanoverian Ministry of Finance and Commerce have lately issued a code of regulations for the prevention of collisions at sea. These regulations, however, not conflicting with those of other maritime services, it is deemed unnecessary to include them in this report.

FRANKFORT-ON-THE-MAIN—WM. W. MURPHY, *Consul General.*

JANUARY 5, 1863.

Herewith I have the honor to transmit a tabular statement of the exports to the United States during the last quarter of the year 1862; and another, marked A, of those from all the states belonging to my consular district.

The exports from this city amounted, during the said period, to 212,444.15 florins. Those from the whole district to 642,928.44 florins.

Statement showing the exports from the States of Frankfort-on-the-Main, Hesse Darmstadt, Hesse Cassel, Baden, Nassau, Rhenish Bavaria, Hanover, and Brunswick, to the United States during the quarter ended December 31, 1862.

	Articles.	Frankfort-on-the-Main.		Hesse Darmstadt.		Hesse Cassel.		Baden.	
		Florins.	*Krs.*	*Florins.*	*Krs.*	*Florins.*	*Krs.*	*Florins.*	*Krs.*
1	Hares' fur	76,695	50	12,376	10	15,585	49		
2	Leather	30,151	29	25,207	23			25,399	1
3	Leather goods	10,992	38	18,925	49			1,254	
4	Wine	2,275	25	21,342	47			15,257	23
5	Cloth	14,150	28			1,076	24		
6	Hosiery	38,785	58	1,529	53				
7	Other woollen goods								
8	Fancy goods	17,712	32			5,972	37	4,979	39
9	Raw silk	4,048	50						
10	Silk tricot			2,227	31				
11	Haircloth								
12	Straw goods							25,465	4
13	Hardware								
14	Glass							6,622	17
15	Looking-glass plates							30,794	21
16	Drugs			1,395	10			13,293	15
17	Cigars							10,625	18
18	Dried fruit and juice	2,118	42					8,106	34
19	Toys	2,118	42			2,808	19		
20	Pipes	3,913	58	541	08				
21	Paper	3,338	19	6,989	12			3,992	33
22	Jewelry	2,058	32	2,623	45	1,692	18		
23	Optical instruments								
24	Sundry	4,082	52	7,336	29	591	17	11,643	48
	Total	212,444	15	100,495	17	27,726	34	157,433	13

Statement of exports from States of Frankfort-on-the-Main, &c.—Continued.

	Articles.	Nassau.		Rhe. Bavaria.		Hanover.		Brunswick.		Total.	
		Florins.	*Krs.*	*Florins.*	*Krs.*	*Florins.*	*Krs.*	*Florins.*	*Krs.*	*Florins.*	*Krs.*
1	Hares' fur									104,657	49
2	Leather									80,757	53
3	Leather goods									31,172	27
4	Wine	8,458	13	43,594	32					90,928	20
5	Cloth									15,226	52
6	Hosiery									40,315	51
7	Other woollen goods			849	50	36,227	13			37,077	3
8	Fancy goods									28,664	38
9	Raw silk									4,048	50
10	Silk tricot									2,227	31
11	Haircloth					12,964				12,964	
12	Straw goods									25,465	4
13	Hardware			2,121	43					2,121	43
14	Glass									6,622	17
15	Looking-glass plates									30,794	21
16	Drugs					7,127	45			21,816	10
17	Cigars									10,625	18
18	Dried fruit and juice									10,225	16
19	Toys									4,927	1
20	Pipes	10,617	1	6,715	57					21,788	4
21	Paper									14,320	4
22	Jewelry	4,880								11,254	35
23	Optical instruments							3,310	39	3,310	39
24	Sundry	37	16	7,925	16					31,616	58
	Total	23,992	30	61,207	18	56,318	38	56,318	58	642,928	44

APRIL 15, 1863.

Herewith I have the honor to submit to you a statement of the exports from my district to the United States during the last quarter, which shows a considerable increase with the corresponding quarter of last year.

Statement showing the exports from the States of Frankfort, Baden, Hesse Darmstadt, Hesse Cassel, Hesse Homburg, Nassau, Rhenish Bavaria, Hanover, and Brunswick, to the United States during the quarter ended March 31, 1863.

Articles.	Frankfort.	Baden.	Hesse Darmstadt.	Hesse Cassel.	Hesse Homburg.
	Flor. Krs.	*Flor. Krs.*	*Flor. Krs.*	*Flor. Krs.*	*Flor. Krs.*
Hares' fur	96,653 16	.....	.....	9,175 30	.....
Leather	31,453 50	12,622 21	33,302 38	.....	.....
Leather goods	7,855 54	.....	20,391 22	.....	.....
Wine	.....	20,250 50	47,996 09	.....	.....
Hosiery	70,407 32	.....	4,115 18	.....	91 58
Cloth	19,703 33	.....	.....	.....	.....
Glass	.....	44,805 37	.....	.....	.....
Looking-glass plates	.....	9,385 25	.....	.....	.....
Paper	2,344 19	3,321 03	2,691 00	.....	.....
Pipes	2,036 58	.....	.....	.....	.....
Toys	.....	.....	.....	7,067 32	.....
Raw silk	13,342 10	.....	.....	.....	.....
Fancy goods	10,899 34	.....	.....	.....	.....
Straw goods	.....	7,934 44	.....	.....	.....
Drugs and chemicals	1,679 39	5,455 45	1,153 45	.....	.....
Chiccory	.....	.....	.....	1,177 00	.....
Mineral water	.....	.....	4,666 13	.....	.....
Cigars	3,822 00	.....	.....	.....	.....
Sundries	11,066 56	32,992 30	9,445 14	3,667 47	.....
Total florins	271,265 41	136,768 15	123,761 39	21,087 49	91 58

Statement of exports, &c.—Continued.

Articles.	Nassau.	Rhenish Bavaria.	Hanover.	Brunswick.	Total.
	Flor. Krs.	*Flor. Krs.*	*Flor. Krs.*	*Flor. Krs.*	*Flor. Krs.*
Hares' fur	.....	.....	.....	.....	105,828 46
Leather	.....	.....	.....	.....	77,378 49
Leather goods	.....	.....	.....	.....	28,247 16
Wine	951 28	49,007 22	.....	.....	118,205 49
Hosiery	5,795 21	.....	.....	.....	80,410 09
Cloth	.....	.....	.....	.....	19,703 33
Glass	.....	.....	.....	.....	44,805 37
Looking-glass plates	.....	.....	.....	.....	9,385 25
Paper	.....	.....	.....	.....	8,356 22
Pipes	8,993 22	15,857 21	.....	.....	26,887 41
Toys	.....	.....	.....	.....	7,067 32
Raw silk	.....	.....	.....	.....	13,342 10
Fancy goods	.....	.....	.....	.....	10,899 34
Straw goods	.....	.....	.....	.....	7,934 44
Drugs and chemicals	.....	.....	.....	.....	8,289 09
Chiccory	.....	.....	.....	8,790 26	9,967 26
Mineral water	.....	3,340 00	.....	.....	8,006 13
Cigars	.....	.....	.....	.....	3,822 00
Sundries	24 00	1,041 34	6,094 02	2,516 17	66,848 20
Total florins	15,764 11	69,246 17	6,094 02	11,306 43	655,386 35

Statement showing the exports from the States of Frankfort-on-the-Main, Hesse Darmstadt, Hesse Cassel, Hesse Homburg, Nassau, and Brunswick, to the United States during the quarter ended June 30, 1863.

Articles.	Frankfort-on-the-Main.	Hesse Darmstadt.	Hesse Cassel.	Hesse Homburg.	Nassau.	Brunsw'k.	Total.
	Flor. Krs.	*Flor. Krs.*	*Flor. Krs.*	*Flor. Krs.*	*Flor. Krs.*	*Flor. Krs.*	*Flor. Krs.*
Hares' fur	68, 001 40	.....	9, 711 15	.....	.....	.....	77, 712 55
Leather	29, 791 48	41, 979 37	.....	.....	.....	.....	71, 771 25
Leather goods	13, 820 05	18, 756 12	.....	.....	.....	.....	32, 576 17
Hosiery	73, 571 31	14, 907 45	.....	.....	.....	.....	88, 479 16
Cloth	15, 617 52	.....	.....	.....	.....	.....	15, 617 52
Raw silk	17, 127 13	.....	.....	.....	.....	.....	17, 127 13
Cotton goods	4, 567 23	.....	.....	.....	.....	.....	4, 567 23
Lace goods	7, 177 05	.....	.....	.....	.....	.....	7, 177 05
Dry goods	9, 129 03	.....	6, 938 52	.....	.....	.....	16, 067 55
Wine	4, 448 00	88, 660 22	.....	1, 378 21	23, 738 53	.....	118, 225 36
Cigars	2, 126 36	7, 691 09	.....	.....	.....	.....	9, 817 45
Paper	2, 083 42	5, 166 01	.....	.....	.....	.....	7, 249 43
Toys	1, 085 58	.....	25, 349 28	.....	.....	.....	26, 438 26
Chemicals	.....	11, 957 15	.....	.....	.....	.....	11, 957 15
Mineral water	.....	10, 886 15	.....	.....	.....	.....	10, 886 15
Pipes	.....	.....	.....	.....	8, 478 46	.....	8, 478 46
Packing linen	.....	4, 197 43	.....	.....	.....	.....	4, 197 43
Jewelry	.....	.....	.....	.....	6, 927 18	.....	6, 927 18
Optical instruments	.....	.....	.....	.....	.....	7, 714 47	7, 714 47
Sundries	3, 047 07	7, 599 50	3, 379 33	.....	539 31	.....	14, 566 01
Total florins	251, 595 03	211, 802 09	45, 379 08	1, 378 21	39, 684 28	7, 714 47	557, 553 56

I have the honor to transmit herewith, under two separate covers, the general annual report for the free city of Frankfort and the surrounding German states, for the financial year ended 30th of September, 1863, marked A, together with tabular statements belonging to the same, marked A to Z and I to VI.

A.

General annual report on the commerce, industry, and agriculture of the free city of Frankfort and the surrounding German states.

OCTOBER 1, 1863.

If it were not for the circumstances of the city of Frankfort being situated in the centre of Germany, and being at the same time an independent state and the political capital of the whole country, as well as one of the principal seats of the Zollverein, it would sometimes be very difficult for me to prepare, in compliance with the consular regulations, "an annual report on the commerce, industry, and agriculture" of this free city. As regards business, Frankfort is, in fact, only the mediator of others, representing middle and southern Germany in particular, and in many respects the whole country, in commercial, industrial, and especially in its financial relations. If my report concerned the territory of Frankfort alone, it would necessarily be very short, and would offer each year but little variety, as I furnish your department regularly, from week to week, or more frequently, with every information concerning the local activity of this little republic. But as many of the small surrounding states of the German confederation are connected with my consular district, the individual business of each of which is of no greater importance than that of Frankfort, and as it is a part of my duty also to furnish a summary review of the operations of the Zollverein, there cannot fail to be abundant materials for a full report, and many of which may be of interest also for our own country.

The environs of Frankfort have always been counted among the principal sources of emigration and of export trade in connexion with the United States.

Our whole population, therefore, both native and adopted, is very much interested in the welfare and progress of this particular neighborhood; and it is from this central point that a general view may be taken with the most advantage.

Whenever any great political, financial, or industrial reform is expected, or is in preparation, all eyes are turned towards Frankfort; but this may be ascribed, also, in a great degree, to its historical fame from ancient times.

Frankfort, therefore, may fairly be looked upon as the actual barometer for the whole of Germany. According to the view taken of things here, the disposition and feeling of the whole country is influenced for good or for bad. It is from this point of view that I shall endeavor to arrange my retrospect of the commercial, industrial, and agricultural activity of Germany during the last twelve months.

Notwithstanding the many commercial crises and political embarrassments of late years, and the continued depression of all industry, yet prosperity has been constantly increasing in most of the German states. Almost everywhere the value of real estate (of which, however, I shall have occasion to speak more particularly later) has more or less advanced, in a greater degree almost than the demands of all classes of society and the means of satisfying them. The amount of capital invested in the different branches of business is also so much increased, that the more extensive industrial establishments are, for the most part, not only able to meet fully the demands of their respective states, but also to participate in the profit of supplying neighboring countries and more distant markets. A series of favorable crops, especially in those parts of southern Germany which depend much on the cultivation of wine, tobacco, and hops, has materially improved the pecuniary circumstances of that class of the rural population. The fertility of the soil has also evidently been much promoted wherever it has been treated according to the improved system of agriculture. The extension of the German railway-net has offered the smaller industrial classes a sure opportunity of more remunerative employment. Some progress has been made in the use of machinery and of steam-power, as well as in the equal and more proportionate division of labors. The transition from the guild system to freedom of trade has caused increased activity of production in the few states in which this change has been effected or is in contemplation. Such appearances seem to justify the opinion that the national wealth of Germany has considerably increased within the last ten years—an opinion very generally supported by the reports of the different boards of commerce.

Still, if we look back impartially at the business of the last year, the result is not so satisfactory as might be expected from these preliminary views. There are two things wanting: political unity and a proper proportion between the political and commercial relations at home and abroad.

The grand aim of all nations which compete with one another in the great markets of the world—vigor of trade and remunerative results of national labor—is only to be attained when firm reliance can be placed in the institutions of the state, and when there is an assurance of a beneficial influence from its principles of government. If, as is unfortunately the case in Germany, commerce has to suffer not only under the pressure of crises from without, but also from defective institutions at home, and from the reaction of internal political discords whose result is uncertain, it cannot acquire full development of strength and vigor, since there is no sufficient guarantee for the ultimate success of its utmost efforts, its boldest undertakings.

The depressed state of business in Germany during the last year is to be ascribed not merely to losses, certainly heavy, in connexion with the continuance of the war in our country, and the hazardous state of political affairs on the old continent, but mainly to that crushing state of things which, in the

appliance of means or adoption of steps leading, or intending to lead, to the solution of the German question, postponed, as it were, *sine die*, a solution so desirable for the peace and repose, the commerce and production of the country.

I have not here to deal with the political side of the question; but it would be unwisely overrating the progress we are bound to acknowledge in the material welfare of the people, were we to pass over in silence the political and commercial significativeness of this state of things. Its significativeness is most portentous to trade and commerce, to traffic and industry. Never has German labor stood more in need of that internal agreement on the most important domestic questions—that internal repose and security in the continuance of that public order so indispensable for inspiring confidence in industrial activity. This confidence no longer exists. It is wanting at an important and irrecoverable moment, when all the nations of the world, with an eagerness of competition never known before, are rushing into the market with the products of their industry and in the purchase of foreign goods, mutually dispute the superiority which can only be maintained by those who have the free and unimpaired enjoyment of a sound political order of things, and of the natural advantage of their own country.

The dullness of business last year may be estimated by the low rate of discount in the Frankfort money market, which, as appears from my weekly reports, did not rise even nominally above 3 per cent., and in reality only to 2, 2½ per cent.

At the present date, however, the Frankfort Bank has felt itself obliged to raise its rate of discount, and that of the private banks has increased also in consequence. The reasons for this are, indeed, very natural, and I have already adverted to them. The scarcity of money here, arising from the increased demand, is only temporary, and is caused partly by the large amounts required every year about this time (after harvest) for the purchase of agricultural produce, and partly by the unusually extensive speculation, during the last three years, *in real estate*, especially in town lots and building ground. Speculators have evidently invested, or rather risked too largely in that way, always endeavoring to raise funds on mortgage, &c., so that at last there was danger of capital failing for the ordinary exchange operations. In order, therefore, to meet such an emergency, the bank was obliged to raise its rate of discount one-half per cent.

This universal rage for speculation in building and in land is indeed a dangerous sign of the times. Should peace continue, or affairs turn out to be more secure than at present, such speculators might become wealthy. * * *

Within my own experience of two years' residence, several new quarters have arisen in this city; not composed of dwellings suitable for the trading and laboring classes, who, even in the most critical times, are able to earn a living by their own exertions, but of buildings like palaces, fitted only for those who depend merely on the dollars in their coffers and the bonds in their iron safes, and who, should these be destroyed by fire, or the obligations cancelled by repudiation, would be either utterly ruined or at the mercy of the enemy.

But, not to be led away by these warlike presentations, I return to the consideration of the peaceful industry of Frankfort, especially during the last year. It cannot be denied that the authorities have of late done much for the improvement of commerce and trade. The most important step was the establishment of a really active board of trade. There was one in existence already, but it was only intrusted with, or, at least, only occupied itself with, the actual exchange business. Its control is now extended over all the commercial relations of the city, under the direction of a judge and a number of notaries public. As there is no special court of commerce, this branch of the board is attached to one of the city courts, to which the said judge belongs. It publishes, from

time to time, an official list or register of all new commercial firms, &c., but no commercial reports as yet, which are very much wanted for a city of such importance. This deficiency is supplied, in a great part, by the statistical section of the "Frankfort Society for Geography and Statistics," some of the members of which have recently directed much of their attention to commercial statistics specially.

Some progress, also, is perceptible in commercial science. A commercial school, under the direction of Dr. William Roehrig, was established last year by the Polytechnic Society, and a few weeks ago an "academy for commerce and trade" has been opened under the same auspices. In the school first mentioned (many similar institutions of which already exist in Germany) young men are more practically educated—that is, they are prepared so far as to be able to enter a counting-house; they are instructed in the different modern languages, book-keeping, banking business, knowledge in goods, &c., &c. The academy, however, which, as far as I know, is the first which has been established not only in Germany, but even in Europe, and perhaps the whole world, has a far higher aim, as it is intended more for the mental improvement of the future merchant or banker; and it has a very great advantage in Frankfort, possessing so many celebrated and learned scholars in all branches of science, so as to be able to supply the commercial students with the most able lecturers.

Of other new establishments relating to commerce and industry I have to mention the "Exchange for Agricultural Produce," the "horse fairs," (on both of which I have fully reported before,) and the "permanent exhibition of machinery of Messrs. Sountag & Wirth." The latter very useful establishment, as yet the only one in Germany, contains an extensive apartment of machines of all kinds and for every purpose, both steam and hand power, and its principal object is to disseminate the knowledge of all new inventions of that nature. The directors took, of course, a great interest in the late "international exhibition" at Hamburg, and have since, by their exertions, introduced into Germany a great number of the American machines exhibited on that occasion. Recently, at my suggestion, they put themselves in communication with Mr. William Lee, of the well-known "New York and London Steam Fire-engine Company," of W. Lee & Co.

I beg to add here a few remarks on American machines already imported into Germany and on those which still appear to be desirable. The principal articles of machinery as yet exported from the United States, with the exception of steam fire-engines, are sewing and agricultural machines and machines for working woods. There are also machines for the preparation of caoutchouc, (gutta-percha,) of which several have been imported lately for the establishment of a factory. This factory was to be erected in the neighborhood of Frankfort, but, as no suitable place could be found, and there were also legal difficulties, the promoters of the undertaking, Messrs. Oscar Falke & Co., of New York, removed to Mannheim, where another American manufactory of gutta-percha already exists, under the management of Mr. Howell.

Induced by the rise of wages, as well as by the extraordinary increase of the building mania, the carpenters, house-carpenters, wheelwrights, &c., looked after machines for the working of wood, in which the Americans have long been known to be the best. The exhibition in London, and lately that in Hamburg, at which several English and American machines for working wood were shown in active operation, encouraged people to procure them. For some years past public attention has been directed to the superiority of American machines in working wood in the "Arbeitgeber," (workmen's employer,) a journal edited by the well-known writer on national economy, Max Wirth, who lately published a German translation of the "Principles of Social Science," of the American Carey, accompanied by a preface. In consequence, when Messrs. Sountag &

Wirth's exhibition of machinery, whose organ the "Arbeitgeber" is, was opened, numerous inquiries for such machinery were made at that establishment; but, as is often the case with new inventions, no one would undertake the risk of making a beginning and of ordering over machines on his own account. It would be of great advantage to the American manufacturers of machinery if they would, respectively, like Messrs. Lee & Co. and the Amoskeag Company, arrange to send over specimens here and exhibit them. Foreign machines enjoy the privilege of exemption from duty as long as they are in the exhibition here, and in being sold to foreign countries, therefore, they can still be delivered duty free.

The attention of the manufacturers here has also been turned lately to the new American machines for working hemp and flax, which was a desideratum in Germany, as so many had been brought into use already here, although none with a perfectly satisfactory result. For such articles as these, also, American machine manufacturers might find a good sale. The best example of this may be seen in what took place with respect to the sewing machine. This had been in use and its excellency universally acknowledged many years before it found its way into Germany. Its usefulness was pointed out by the journal already mentioned as early as the year 1856, and yet it was not until 1860 that an agency for sewing machines was established.

The celebrated manufactory of Grover & Baker was the first that contributed to it; that of Wheeler & Wilson followed two years after, and now there are three agencies in existence in this city which only deal in sewing machines, and those chiefly American. Had American manufacturers given such inducements earlier, they would have gained many years, and might have been in possession of the whole market.

A closer connexion in business with Germany, and especially with Frankfort, would conversely be of great advantage to the Americans also, since they would become better acquainted with German inventions, which now appear among us only rarely, and under other forms. A mechanician of this place has, as already mentioned in my last annual report, taken out a patent for a machine for husking corn, which it seems is as yet imperfect, but might be of greatest service to America, as it enables from ten to fifteen per cent. more flour to be obtained from grain than hitherto. A similar process has been invented lately by a manufacturer in Bavaria; and if this also, which has not been made known, should prove to be imperfect, it might still, perhaps, serve to put American inventors on the right path, and lead them, with their practical talent for such things, at last to find out what is required. The same may be said respecting a new mode of preserving corn by an apparatus which is shortly to be exhibited here, and has been already introduced into Hamburg.

As regards Frankfort as a place of commerce specially, it may be interesting to glance at the history and importance of the river Main, by which its name is distinguished. Assuming, then, the geographical position of the Main in general to be known, I may mention, that besides Bavaria, which has the largest extent of bank on that river, Grand Ducal Baden possesses, on the left bank, an extent of seven leagues, from above Westheim to below Frendenburg, Grand Ducal Hesse one of twelve leagues, from above Seligenstadt the whole way to the Mainspitze, at Main, with the exception of two leagues of Frankfort territory, which is situated between, and of a little district of about half a league, (Schwanheim,) opposite to Hochst, and belonging to Nassau, while on the right bank Electoral Hesse has an extent of five leagues, from below Dettingen as far as to behind Mainkur, the free city of Frankfort one of two leagues, half way to Hochst, and the Duchy of Nassau a similar one of six leagues, from thence as far as half way to Hockheim, Kostheim belonging to Grand Ducal Hesse.

The navigability of the Main (for rafts) begins as high up as Mamleis, in

Bavaria, where the Red and White Main join, but for ships only from Bamberg, and it continues so far, a distance of 49 German miles, as far as the Mainspitze by Castel.

The navigation of the Main by ships and rafts seems to have existed in the earliest times, and tolls to have been levied on it, for in a deed of the year 1074, by the Emperor, Henry IV, there is mention of a custom-house at Frankfort, and another deed of the year 1329 gives a list of goods on which duty was to be paid at Frankfort by the inhabitants of every state excep tthose of Nuremberg, Strasburg, Haguenau, Speyer, Worms, Oppenheim, Aix-la-Chapelle, and Gelnhaussen. It is certain that, in the middle ages, and until the dissolution of the Germanic empire, during which every liege lord had endeavored to make the river tolls a source of revenue, the navigation and trade of the Main suffered severely from the exactions of the inhabitants of its banks.

As a proof of the large sums levied as toll, the master of a vessel paid in the year 1790, at 25 custom-houses from Mainz to Kitzingen, 759 florins 49 drachms on 2,300 centimes cargo.

The treaty of the congress of Vienna affirmed the principle of the freedom of the German rivers, and of their conventionally tributary streams, but left the further arrangement to the respective governments of the several States, which at that time, however, had so many internal wounds of their own to heal, and so many important organic regulations to make, that they could not attend to the question of navigation tolls. No relief, therefore, was obtained by this, or any subsequent custom-house treaty; and although Bavaria has abolished, for the facilitation of commercial intercourse, all tolls on the Main since the year 1815, the other states on its banks have raised those duties at pleasure.

At last a dangerous competitor of the river navigation appeared in the railway travelling and transport, which perhaps may have induced those states in their own interest to enter into the arrangement agreed on in 1845–'46. A barrier was thus opposed to the previous arbitrary levy of duties on the Main by the substitution of a fixed tariff for dues on goods, lumber, and shipping, and by reducing the number of custom-houses from 6 to 5—(Wertheim, Steinheim, Hanau, Frankfort, and Hochst,) greater security being also afforded to river navigation by the establishment of fixed principles for the regulation of breadth and depth of water.

The arrangement of the 1st June, 1846, which was only provisional, lasted about 15 years, and on the 16th May, 1861, a new treaty concerning the navigation of the Main was concluded by the states situated on that river; which, if it did not entirely abolish all dues, materially reduced them, leaving in force only the high duties on timber, lumber, and sawed planks.

The navigation on the Main is naturally subject to considerable fluctuations, partly from political and commercial causes, and partly from the state of the water, being also in a great degree affected by the competition of the railroads. The principal articles at present forwarded by railway instead of by river are beer, cotton goods, wooden ware, mineral water and toys.

The annexed table, marked A, exhibits the receipts of the five Main custom-house offices at Wertheim, Steinheim, Hanau, Frankfort, and Hochst, from 1841 to 1860, with an average calculation for one year.

The table marked B exhibits the quantity of merchandise which passed and paid duty at those five custom-house offices, from 1847 to 1860.

The table marked C exhibits the quantity of timber and lumber which paid duty at those offices from 1847 to 1860.

The table marked D exhibits the traffic in the port of Frankfort, as regards vessels arriving up the river with foreign goods, from 1847 to 1860.

The table marked E exhibits the quantity of goods which passed and paid duty at Frankfort, from 1847 to 1860.

The table marked F exhibits the receipts of the custom-house office at Frankfort, from 1847 to 1860. The receipts of Frankfort are proportionally low, on account of treaties concluded with several states.

The table marked G exhibits the principal articles of traffic on the Main, up and down the river, from 1847 to 1860.

A few remarks on the German Zollverein generally, and its connexion with Frankfort, may also be of interest here.

All the states of southern Germany, with the exception of Baden, Homburg, Nassau, and the free city of Frankfort, having, in 1834, with Prussia and its allies, established a customs union, it was joined also by the three former states in 1835, and in 1836 by Frankfort.

Although Frankfort had continued, as long as practicable, to enjoy the utmost possible freedom of trade, and had even endeavored to strengthen it by a commercial treaty with England, and although, in certain quarters, every effort was made to prevent the accession to the customs union, and the ruin of the trade and prosperity of Frankfort, and of its independence, was loudly prophesied, it was at last resolved to change the former system. The complete isolation caused by the adhesion of other states to the Zollverein, the injury done to trade, and the springing up of a fair in the neighboring town of Offenbach, these, and perhaps other considerations, in addition to the mercantile and financial advantages offered by the union, contributed to a decision in favor of this step.

Frankfort obtained, at the expense of the Zollverein, a custom-house direction, composed of natives of that city and of the grand duchy and electorate of Hesse; a chief tax office, composed in a similar manner, with a Saxon chief custom-house officer, and Ganger at its head, in order to be on the same footing with the chief custom-house at Leipsic; and concessions made in favor of the trade and fairs of Frankfort, similar to those enjoyed by other towns holding fairs. The Zollverein undertook the expense of administration, and Frankfort engaged to supply suitable buildings, which engagement is fulfilled by the erection of a large toll-house and warehouse, and also of clearing-offices on the Main. The gate fees (Thorsperrgelder) and the following dues were abolished, as: weighing fees, warehousing dues, exit and entrance toll for the Frankfort district; the town excise duties for wine, brandy, rum, and arrack, not made in the countries of the customs union; excise on tobacco, rolled barley, husked oats, millet, peas, beans, lentils, and vetches.

The accession of Frankfort to the Zollverein was a very important event for both, and the tabular specification of some of its results may be interesting.

The annexed table, H, exhibits the quantities of raw materials, articles of consumption, and manufactured goods which paid import duty at the chief office of the Frankfort custom-house. It would lead too far to specify in succession the various articles imported. It is sufficient to remark that there was an increase on the following articles: Raw cotton, soda, raw skins and hides for leather, train-oil, hair of animals; on coffee, rice, spices, oils, tropical fruits, comfits, starch, raw tobacco leaves, brandies of all kinds, and tea; lastly, on steel, wrought and unwrought iron; iron ware, fine wooden ware, linen yarn and thread, bleached and raw linen, and gray packing cloth; on silken goods, copper ware and brass, (hardware,) tanned and shamoy leather, glove leather, leather cloths, foot-carpets, wooden and glass wares. The entrance dues on imports have decreased on raw sheep-wool, tin in blocks, (block-tin,) hops, raw silk, tar; on cheese, sugar, and manufactured tobacco; on cotton and half silken goods, woollen yarn, instruments, hardware (at one hundred and fifty thalers entrance duty per quintal,) fine leather goods, gloves, paper, house-papering, white and colored china. The entrance duties on importation of raw stuffs were on the increase in the year 1854 and 1855; a corresponding increase is to be observed on articles for consumption, from the year 1851 and after, and a considerable increase in many articles of manufacture since 1859.

Among the most important articles of Frankfort commerce may be reckoned wine, must, and brandy or spirits.

The two tables marked I and K exhibit the traffic in those articles from the 6th February, 1836, to the end of the year 1860. According to these tables 2,338,708 quintals or 668,202 Frankfort awms of wine and must were imported during that period. The export of wine and must amounted altogether to 1,859,697 quintals, or 531,342 Frankfort awms (ohms) of which 1,191,609 quintals, or 340,459 Frankfort ohms, were shipped for Prussia; 267,458 quintals, or 76,417 ohms, to Bavaria, Wurtemburg, Baden, Nassau, and Hanover; 198,078 quintals, or 56,594 ohms, to Hesse Darmstadt, and 202,552 quintals or 58,872 ohms to the German states not included in the Zollverein. There remained, therefore, in Frankfort itself, since the existence of the Zollverein, 479,011 quintals, or 136,860 Frankfort ohms, being on an average 5,475 for one year, which, estimating the male population of Frankfort above 16 years of age at 24,000 souls, makes 18.2 maas, or about 54 bottles a head per year.

Of brandy there were imported during the same period 578,706 quintals, or 192,902 ohms. Of these quantities 237,211 quintals, or 79,070 ohms, were exported. The quantity consumed in Frankfort cannot be stated precisely; but according to calculation it was on an average 3,163 ohms, making 10.5 maas, or about 30 bottles a year for each person.

The tables marked L and M exhibit the amount of duties received at the chief custom-house office in Frankfort from 6th February, 1836, to the end of 1860, on account of the Zollverein, and the total receipts of duties of the Zollverein during that period. From these tables it appears that *fl.*37,444,838, or about $15,000,000 were received at Frankfort for import, export, and transit dues, while the total receipts of the Zollverein were *fl.*1,062,052,160, or about $425,000,000, so that the proportion received at Frankfort amount to 3.5 per cent. of the total receipts of the Zollverein, being a net profit for Frankfort on that sum of *fl.*6,774,356, or about $2,710,000.

It is well known that Frankfort is chiefly indebted for her commercial reputation from the earliest time to the two *annual fairs* held here; and, although their influence is much diminished by the altered circumstances of trade, still some branches of the wholesale and retail business are of such importance that they are worthy of closer consideration.

The precise date of the first Frankfort fair is not known; but it may safely be assumed that they were held here at a very early period as the staple town for trade on the Main, and on the great commercial road leading by Friesburg, Heidelberg, and Cassel to Lower Saxony. The first documental mention of the *autumn fair* was in the thirteenth century, in a deed of confirmation by the Emperor Frederick II, (1240,) and of the *Easter fair*, which, by that time, was well established, in a charter granted by Lewis the Bavarian in 1330. A prominent position was thus obtained for wholesale trade with the Netherlands, Saxony, Prussia, Silesia, Bohemia, Italy, Suabia, and the Frankish countries.

Frankfort's greatest development was at the latter end of the middle ages, when it became also the central place for money business, which, naturally, insured a more extensive wholesale trade; and it had acquired great importance among the southern states, especially for its trade with France.

Its fairs were the most frequented of any in Europe, and even in those days were considered the first in the world. It was the great medium of traffic for goods coming up the Rhine by Antwerp from Portugal, Spain, and France into the more remote parts of Germany, and from thence direct to France. Indeed, its trade in *foreign goods* was at that time so great that, in many writings of the period, either from jealousy or ignorance, an unfavorable opinion was expressed towards it, on account of the large quantity of gold which left the country for the purchase of foreign goods. Frankfort formed, at that time, a

market place for all the world, and a meeting place for its merchants. Here they closed their bargains, compared their accounts, gave their orders, and exchanged their merchandise; and thus it grew to be one of the most important places for trade and money in southern Germany.

With the decline of German commerce in the sixteenth century, arising partly from the traffic of the continent being transferred to the western seas, and also from the want of political protection for trade, the prosperity of Frankfort and of its fairs declined also. It received, further, a severe shock during the sad period of the thirty years' war in the seventeenth century. In spite, however, of troubles and revolutions, Frankfort, by its situation, its privileges, its intelligence, its moneyed resources, and mercantile connexion, continued to be one of the most important places for fairs and trade in Germany as far as the eighteenth century, when the commercial and custom-house treaty, concluded in 1834 and 1835 by Prussia and its allies with the states of southern Germany, threatened to become dangerous to the fairs of Frankfort, which, at that time, had a flourishing trade in English manufactures and colonial goods; and this, perhaps, as already mentioned, may have in part been the reason of its joining the Zollverein.

The fairs, indeed, obtained almost entirely a new character from the elevation of native industry, the increased means of traffic, and the great facility for retailers and consumers to give their orders by the large number of commercial travellers now sent out by the manufacturers and wholesale dealers. Their usefulness now consists not so much in the accommodation afforded to wholesale trade by the establishment of warehouses, but it is confined rather to the narrow limits of retail, show-booths being substituted for magazines. It is chiefly by the continuance of the old practice of making these fairs the time for the settlement of accounts that they still are of any importance for large merchants and moneyed men.

The annexed tables, marked N and O, exhibit the quantities of goods imported and exported during the spring and autumn fairs, from 1836 to 1860. From this it appears that 3,421,268¾ quintals were imported by land and river, and 2,076,798 exported during the spring fairs, and 3,098,847⅞ quintals imported, and 1,963,931⅝ exported during the autumn fairs.

One of the most important articles of these fairs is, no doubt, *leather*. The annexed table, marked P, exhibits the quantity of leather imported during the fairs from 1836 to 1860; from which it appears that the imports of leather amounted to 905,968 quintals.

As to the commerce of Frankfort, generally, the annexed table, marked Q, exhibits the total importation of goods from 1837 to 1860. From this the imports appear to have increased during the last four years almost five-fold, as compared with the years 1837 to 1839. The traffic by railway communication is also remarkable, amounting between the 7th of August, 1847, and the end of 1860 to 23,553,113 quintals, or 43.63 per cent. of the total imports, 50,512,077 quintals, while the whole of the other land and river conveyance forwarded only 15,142,971 quintals, or 30.51 per cent., and 11,545,993 quintals, or 22.86 per cent. of the total imports.

The annexed table, marked R, exhibits some of the principal articles of commerce, such as *cotton goods*, *sugar*, *coffee*, and *manufactured tobacco*, imported from 1836 to 1850, and *stone coal* from 1854 to 1860.

Table S exhibits the total exports from 1837 to 1860, showing a large increase, especially since 1850, to which the railway communication has, of course, greatly contributed. There were forwarded by railway from the 9th August, 1847, to the end of 1860, 19,482,815 quintals, or 55.59 per cent. of the total export of 35,058,777 quintals, and by land conveyance during the same period only 10,216,349 quintals, or 29⅙ per cent., and by river only 5,359,551 quintals, or 15.25 per cent. of the total export.

In the annexed table, T, is exhibited the export of some of the principal articles of commerce, such as *cotton goods*, *sugar*, *coffee*, and *tobacco*, from 1836 to 1850. If from the total imports (50,512,077 quintals) the total exports (35,058,777 quintals) are deducted, there is a balance of 15,453,300 quintals, or an average per year of 643,887.5 quintals consumed in Frankfort itself during the years 1837 to 1860.

The transit traffic of Frankfort from 1837 to 1860 cannot be very exactly specified. It is shown in an approximate manner in the annexed table, marked U.

As regards the *last fair*, which took place this autumn, there is not much of importance to report. The fearness of scantiness or dearness of accommodation in the inns, in consequence of the *Congress of Princes*, may, perhaps, have prevented many purchasers from coming. The attendance was by no means so great as formerly, nor even of those who came were there many really for the supply of wants.

American customers appeared in very small numbers. More are said to have visited the Leipsic fair, especially for the purchase of articles intended for the use of the army, such as, in consequence of the unexpected extent of the war, are much wanted in the American markets.

No regular business was done to any extent at suitable prices, but there was a good sale for novelties in English and Saxon manufactures, particularly the pretty plain stuffs, new greens and blues, (bleu de Mexique,) as well as lively patterns in plaid, and small figured goods.

In cotton and half cottons some untowardness existed of their being either not sold at all, or under cost price. Purchasers lived in constant fear of a fall in the cotton prices, although the rise in shirtings during the fair might have taught them otherwise. Yet there were still sellers of cotton goods at prices for which they could not be replaced. This abnormal state of things has, however, had the good effect of turning the attention of buyers to finer goods, in which the price of the article is not taken into consideration. In calicoes little was done. The article is not much suited for winter, and is too dear. White goods, as cambrics and curtain stuffs, were only to be disposed of when the owners were willing to give away their stock at lower prices.

All common woollen goods, such as lamas, flannels, &c., still suffered from the influence of the late extremely mild winter. The shops are sufficiently provided for the next demand, which will not be for six or eight weeks, and they can afford to wait through the regular routine of business till larger purchases are necessary.

Novelties were eagerly sought for, and almost entirely bought up. Middling goods, on the contrary, were not much asked for. The business in cloths and buckskins, as in many of the previous fairs, was not of much importance. Notwithstanding the prices, owing to the rise in wool, were higher, an increase of five per cent. was cheerfully paid on inferior samples. Dark paletot stuffs of middling quality were in great favor. Little demand for black cloths; but, on the other hand, novelties in pantaloon stuffs much asked for, and nearly all bought up. The sale for fine linen was comparatively small, but half linen goods much sought for, with scanty stocks; so much so, that the supply could hardly meet the demand. Silk goods, notwithstanding the lowness of the price, found no sale. Knitted woollen goods much asked for, and sold well; the supply was not equal to the demand. Woollen fancy articles had a brisk sale. This place has obtained a well-merited reputation in this branch of the business by its rich and tasteful assortment.

In knitted cotton goods the business was pretty good, but also at reduced prices.

Hardware, either common or of better description, never has a prominent place in the fairs, but this time the business in the finer articles (articles de Paris) *of this* branch was particularly flat.

Sole and upper leather had a great sale. Brown and black calf were taken immediately they appeared at high prices, and the supply was not sufficient for the demand. On the whole, however, the manufacturers, notwithstanding the rise in prices, did not do a good business, as the tan this year was dear, and the raw leather is always too high in proportion to dressed leather. The following were the prices, generally, for five or six-skinned, strong, well-made articles:

	Rix th.
Wild sole leather per quintal, (the thaler at 90 kreutzers, or 60 cents)	62 to 64
Wild sole leather, higher sorts, first-rate goods	56 to 60
Wild sole leather, inferior quality	52 to 55
Tame sole leather, heavy goods	54 to 57
Tame sole leather, lighter	50 to 53
Cow leather, according to quality	50 to 56
Neats' leather, country skins, according to quality	60 to 70
Neats' leather, wild skins	54 to 68
Calf, brown, according to quality	105 to 120
Calf, black, according to quality	90 to 104

The total receipts of the Zollverein for import, export, and transit duties in the year 1862, compared with those in 1861, show an increase of 938,462 thalers in favor of 1862, thus: The increase on the import duties amounted to 957.241 thalers, and that on the export duties to 11,732, making in all 968,973 thalers, from which is to be deducted a decrease of 30,511 thalers on the transit duties, leaving a surplus as above of 938,462 thalers, or an increase of about four per cent. on the total receipts, as appears more fully from the annexed table, marked V.

The table marked W exhibits a comparison of some of the principal articles imported and exported in 1861 and 1862. The following remarks may seem to explain the different branches of the receipts.

The gross receipts of import duties after deducting 126,127 thalers for compensations and other necessary expenses, (which, in 1861, were 161,923 thalers,)

Amounted in 1861 to.....24, 754, 995 thalers.
" 1862 to.....25, 703, 236 "

Which gives a balance of..... 957, 241 thalers.

Or about 4 per cent. in favor of 1862.

With regard to this result, not altogether favorable, of the proportion borne by the receipts of import duty to those of the preceding year, it has been already remarked that, with such ultimate relations as those which during a long period of peace existed between the Old and New World, the ruinous depression the civil war has caused in the United States shows itself not only in its effects on industrial activity, but also on the trade and commerce which sprung from it. These unfavorable circumstances have not, indeed, influenced in the year just passed to the extent that was to be apprehended, since, in trade with such articles as are not immediately dependent on that intercourse, a rise is rather to be expected, and from hence also increased industrial activity, so far as it is not kept back by the sad consequences of the cotton calamity.

As to the increase in the duty on excisable articles in the different states of the Zollverein, it will be seen from the annexed tables, that the greatest increase (10 per cent.) has been in Wurtemburg and Grand Ducal Hesse. In Prussia, Bavaria, Hanover, and Oldenburg, the surplus was less than this percentage; and in Electoral Hesse and Brunswick, the receipts showed only a very moderate excess. The deficiency in receipts was the most considerable in Thuringia (14 per cent.,) and in Luxemburg, (7 per cent.) In Frankfort, Saxony, and

Nassau, the receipts also show a deficit, but not so great, and it is to be remarked that in 1861 there was a considerable increase of receipts in these three States.

A review of the articles which paid duty on importation shows that the increase of the receipts has been chiefly caused by the increased demand for raw sugars, for the home boiling houses. The increase of duties also paid on meat, wine in casks and bottles, iron goods, pig-iron, linen, yarn of all kinds, herrings, spices, silk and half silken goods, &c., has not been inconsiderable, although its share in the results has been less important than that of raw sugar. The great activity in sugar refining is due not only to the reduction of the duties on sugar, but to the unfavorable beet crop, and the greater demand caused by it for West India raw sugar at prices so advantageous in comparison with those of beet sugar.

On the increase in duties paid on meat, it may be remarked that the consumption of bacon and grease from the United States has increased in consequence of the cheapness of these articles in comparison with the home prices and the facility of transport by railway.

The increase on wine is to be ascribed partly to the breaking up of credit stock, and partly to the wine merchants having been compelled, notwithstanding the high prices of French wines, to supply their cellars, which they had much exhausted by limiting their stocks the preceding year in the expectation of a reduction in the duty.

The increased importation of pig-iron and iron ware is explained by the impulse given to iron foundries and cylinder works, owing to an increased activity of trade and manufacture, causing a greater demand for the article.

The most important deficiency in import duties has been chiefly on unbleached one and two thread cotton yarn, and on raw coffee; also, though in a less degree, hulled rice, tea, fatted swine and meat from Austria, lean swine, unwrought tobacco leaves, and forged iron. The decline in duty on cotton yarn is to be accounted for by the extremely small demand, these prices having, in consequence of the scarcity of raw cotton, reached a height which made it almost impossible to be procured. A similar reason, unfavorable crops in Brazil, explains the decreased importation of raw coffee. Hulled rice was less imported on account of the good potato crop; swine, from the disease prevailing in Galicia and Bohemia. Respecting the decreased importation of tea, it is alleged that the import dues have much declined, in consequence of the permission to import tea into Russia.

Lastly, we have to notice the decrease on unwrought tobacco leaves, on which it is to be observed that manufacturers made large purchases last year on account of the American war, in order to supply their probable wants; fewer cigars, also being exported to America, there is less demand for unmanufactured leaves at home.

The increase of export duties (11,732 thalers) in the western states of the Zollverein has been caused principally by the increased export of raw sheep wool, and of calamine, while the decrease in the eastern states is to be ascribed to the diminution in exports of raw skins and hides for the manufacture of leather, in which articles there was little business at reduced prices.

The total gross receipts of import and export duty for the first half of the present year, up to July last, amounted to 11,968,348 rix thalers. In the corresponding period the preceding year they amounted to 12,206,202 rix thalers. So that in the current year there is a decrease in the receipts of 57,854 rix thalers, as appears from the annexed table marked W W.

It has been observed generally, with regard to the receipts of the half year just elapsed, that, although it cannot be denied that commerce has been more lively this year than the last, yet circumstances have prevailed which impeded its development, especially, of course, the war in our country and the troubles in neighboring Poland.

Besides this, it is said that, after the reduction of the duties on the Elbe was

made known, the importation of merchandise passing up the river during the month of June was limited to the lowest amount, and that the rise of value in Austrian money has not been favorable to the purchase of goods in Austria.

The most important *decrease* in duties paid has been on raw sugar, for boiling houses, the importation of which, in the corresponding period of the preceding year, has risen very considerably, also on cotton yarn and cotton goods, and, though in a less degree, on iron ware, forged iron, sirup, silken and woollen goods, lean swine, and some smaller articles. The *increase* in duty, on the other hand, is principally to be noticed in the imports of wine in bottles and casks, raw coffee, fresh and dried tropical fruits, meat and herrings, in comparison with which the importation of raw materials, pig-iron, spices, hulled rice, coal, tallow, &c., has been of less importance.

The annexed table, marked X, exhibits the quantity of tobacco cultivated in the Zollverein states, with its proceeds. From this it appears that 55,885 acres were planted with tobacco, yielding 354,335 quintals of tobacco in leaves.

The following table exhibits the number of Prussian acres of land cultivated with tobacco in the years 1859, 1860, and 1861 :

In—	1859.	1860.	1861.
I. Prussia	26,780	25,285	19,541
II. Anhalt Schwarzburg, &c	683	1,568	951
III. Saxony	150	117	61
IV. Hanover	2,030	1,929	1,225
V. Electoral Hesse	909	791	530
VI. Thuringian states	915	814	480
VII. Brunswick	42	29	7
Total	32,509	30,535	22,799

Thus showing that the cultivation of tobacco is considerably on the decrease from reasons already stated.

Among the most interesting articles produced in the countries of the Zollverein may be mentioned *beet-root*, and the substances manufactured from it. I have therefore taken particular pains to collect as much information on this subject as possible, and the results are comprehended in the annexed tables, marked Y, Z, and I, II.

The table marked Y exhibits the quantity of beet-root manufactured into sugar and molasses, and the proceeds of duty thereon during the years 1840 to 1862.

The table marked Z exhibits the receipts of duty on foreign sugar and sirup as well as on beet-root, and the compensations for sugar exported from the Zollverein from 1855 to 1862.

The table marked I exhibits the receipts of the Zollverein for duty on beet-root sugar, and the distribution of them from 1st of September to 31st of December, 1862; and the table marked II the amount of duty on foreign sugar and beet-root sugar in the Zollverein, from 1st of April, 1862 to 30th of March, 1863. According to these tables the duty paid on beet-root during the seven months from September to March, inclusive of the years 1862–'63, 1862–'61, and 1861–'60, was (*a*) from September to end of December, 1862 :

	Quintals.
1. In Prussia	15,921,114
2. In Anhalt-Schwarzburg, &c	3,141,106
3. In the other states of the Zollverein	2,677,820
Total	21,740,040

(b) From January to 30th of March, 1863:

	Quintals.
1. In Prussia	10, 007, 557
2. In Anhalt-Schwarzburg, &c	2, 246, 492
3. In the other states of the Zollverein	1, 844, 744
Total	14, 398, 823

Therefore, from September, 1862, to 30th of March, 1863, 36,138,863 quintals; in the corresponding period of 1862–'61, 31,548,927 quintals; and in the corresponding period of 1861–'60, 28,784,543 quintals.

There appears, then, to be a considerable increase in the cultivation of the beet-root, though it might be still greater, if the produce as well as the system of duty were more proportionally organized. During the season of 1861–'62, there were 31,692,394 quintals of beet-root manufactured and paid duty for by 247 factories, while during the preceding season of 1860–'61, only 29,354,031 quintals and 60 pounds were manufactured and paid duty for by the same number of factories.

The number of the factories thus remains unaltered; but in the last year of working 2,338,362 quintals and 86 pounds more have been manufactured than in the preceding year. In 1857–'58, there were 28,915,133 quintals and 89 pounds manufactured by 249 factories; in 1858–'59, 36,668,557 quintals and 11 pounds by 257 factories; and in 1859–'60, 34,339,317 quintals and 17 pounds. On the 1st of September, 1858, the higher duty of 7½ silbergroschen, or 17½ cents for every quintal of raw beet, came into force, and from the 1st of September, 1861, a compensation equivalent to the duty was allowed on exported beet-sugar.

From the numbers here given it appears that the higher duty introduced had, with an excess of produce, an injurious effect on the business of the factories; but that since the compensation was granted, productions begin to rise again, and also that by this compensation the injurious effect on home manufacture, in consequence of the simultaneous reduction of the duties on foreign sugar, has happily been avoided. Of the 31,692,394 quintals 46 pounds of beet-root in the year 1861–'62, with a gross amount of duty of nearly 8 millions of thalers, 48,480,887 quintals, with an amount of more than 7 million thalers of duty, fall to the share of Prussia alone. The remainder is to be distributed between Bavaria, Saxony, Hanover, Wurtemburg, Baden, Thuringia, and Brunswick. In Electoral and Ducal Hesse, Oldenburg, Nassau, and Frankfort, there are no manufactories of beet-root sugar.

A very important resolution was passed last year by the committee of the Zollverein with regard to *mining*, by which all the states are to furnish statistics in that branch, commencing with the year 1860. The annexed table, marked III, contains an extract from the first official tabular statement of the products of the *mining*, *smelting* and *salt* works of the Zollverein in 1860.

Since the 30th of September, 1862, the cash stock of the German banks has decreased 18.7 millions of thalers, and the bills of exchange increased nearly as much, 18.9 millions. The notes have increased by 8.2 millions, and the pledges by 5.5. The present proportion of cash in hand to notes in circulation is 1 : 1.78; that of cash to notes and deposits is 1 : 2.27; a proportion much more favorable than that of the English, or even the French bank.

With regard to the transactions of the *Frankfort* bank, specially, the following statement exhibits a comparison of the state and relations of the said bank on the 1st of October, 1861, 1862, and 1863.

Statement of the Frankfort Bank, 1st October, 1861, 1862, *and* 1863.

		1861.	1862.	1863.
Notes in circulation	mill.	19.0	24.9	27.9
Indorsements	do.	5.5	6.3	4.6
Bills of exchange	do.	15.1	18.0	21.8
Advances	do.	6.8	6.8	6.8
Cash amount	do.	10.2	13.3	11.3
Government's papers	do.	0.7	1.3	0.8
Rate of discount	per cent.	4	3	4
Exchange on London	do.	118¼	118⅛	117⅝
Exchange on Paris	do.	98⅝	93¾	93½
Exchange on Amsterdam	do.	99¼	100¾	99½
Exchange on Hamburg	do.	88¼	88⅝	88¼
Exchange on Berlin	do.	104⅝	104⅞	105⅛

The comparison with the year 1861 exhibits some rather considerable changes. The circulation of notes, for instance, has increased since that time 8.9 millions, and the bills of exchange account 6.7 millions, while the cash account has increased only 1.1 million. The proportion of the cash amount to the notes in circulation was—

1st of October, 1861 ..... 1 : 1.86
1st of October, 1862 ..... 1 : 1.87
1st of October, 1863 ..... 1 : 2.47

The annexed table, marked V, needs no explanation. It exhibits the number and extent of the German *railroads*, and the receipts for September last, compared with those for the same month of 1862; also the last *dividends* paid to the shareholders.

The following table furnishes a statement of the lines and stations of the German-Austrian Telegraph Union.

The number of stations and the length of lines and wires at work, arranged according to the different states, were, on the 1st of January, 1863, as follows:

In—	No. of stations.	Geographical miles of—	
		Lines.	Wires.
Austria	239	1,924.0	3,291.9
Prussia	197	1,309.0	3,893.8
Bavaria	49	287.7	674.0
Saxony	26	137.9	203.9
Hanover	36	201.5	420.8
Wurtemburg	65	176.7	241.4
Baden	65	178.3	310.7
Mecklenburg	15	56.8	67.7
Netherlands	63	223.0	528.9
Total	755	4,494.0	9,633.2

At the beginning of the year 1862 there were 627 stations, 4,125.3 geographical miles of line, and 8,590.5 geographical miles of wires. There is therefore

now an increase of 128 stations, 369.6 geographical miles of line, and 1,042.7 geographical miles of wire.

The increase distributes itself among the separate states of the Union in the following manner:

In—	Stations.		Geographical miles of—	
	Opened.	Removed.	Lines.	Wires.
Austria	34	4	141.7	376.3
Prussia	54	.....	165.9	507.3
Bavaria	10	.....	12.9	17.9
Saxony	.....	1	.....	.....
Hanover	6	1	3.0	56.6
Wurtemburg	25	.....	43.1	50.9
Baden	.....	.....	1.3	1.3
Mecklenburg	1	.....	3.7	4.1
Netherlands	4	.....	4.0	28.3
Total as above	134	6	369.6	1,042.7

To each station there are—

	Miles of line.	Miles of wire.
In Austria	8.05	13.77
In Prussia	6.64	19.77
Bavaria	5.87	13.75
Saxony	5.30	7.84
Hanover	5.59	11.69
Wurtemburg	2.72	3.71
Baden	2.74	4.78
Mecklenburg	3.78	4.51
Netherlands	3.54	8.39

Yielding, on an average, for each single station in the whole net, 5.97 miles of line and 12.76 of wire.

The development of the telegraph net in the Zollverein during the last seven years is shown in the following tabular view:

At the beginning of the year.	Number of stations.	Total length of—		Geographic miles on one station.		Average length of wire for 100 miles of line.
		Lines.	Wires.			
1856	234	2,317.7	3,889.3	9.90	16.62	167.8
1857	307	2,644.6	4,772.9	8.61	15.55	180.5
1858	357	2,857.3	5,501.4	8.00	15.41	192.5
1859	425	3,255.8	6,308.0	7.61	14.94	195.0
1860	480	3,864.1	7,104.0	7.36	14.80	201.1
1861	545	3,532.6	7,869.4	7.09	14.44	203.7
1862	627	4,125.3	8,590.5	6.58	13.70	208.2
1863	755	4,494.9	9,633.2	5.97	12.76	214.3

In the course of seven years, the length of the line has increased ninety-four per cent., but that of the wires almost three-fold, *i. e.*, in the proportion of 1 to 2.48. The increase in the number of stations was still greater, viz., in the pro-

portion of 1 to 3.23; consequently, as the foregoing table shows, on the one hand, the proportion of length of wire is to the length of line, (and, therefore, the average number of wires on the line,) has steadily increased, and on the other hand, the proportion of length of line, as well as that of length of wire to the number of stations, has regularly and steadily decreased.

Here may be the place to say a few words about the developments of *German industry generally.*

German industry is daily more and more emancipating itself, and commencing to compete with other countries, especially with England, successfully, both within the Zollverein and in foreign markets. German coal and German pig iron are rapidly supplanting the English produce. German machine factories yield productions which may stand by the side of the best English manufactures. At the late industrial exhibition in London the English have seen, by the German cast steel of places like *Essen* and *Borhum*, what excellence has been allowed to this department by German diligence and perseverance; also of cotton spinning and weaving. England furnishes the German market only with the raw material; and in this respect an important change is taking place. But with regard to yarn and stuffs made from cotton, the Zollverein, Alsace, and Switzerland are by no means behind England, and if it enjoys a better sale for such goods, it arises chiefly from the value of the trade of Great Britain and its connexion with its colonies.

It is only within a few years that cotton spinning and weaving have been introduced into Rhenish Westphalia, and indeed on an enlarged scale. The large profits of the spinning and weaving establishment at Gladbach, for instance, afford the best proof that in this branch of manufacture, also, Rhenish Prussia may dispute, with success, the superiority which England has hitherto maintained. The American war, and the consequent blockade of the southern ports, have caused a rapid rise in the prices of the raw material, and an advance also in the prices of all kinds of web. Thence ensued a decrease of consumption, followed by a greater use of woollen and linen web. All the manufactories engaged in the preparation of such stuffs did a good business. Nevertheless, the German cotton spinners and weavers have no reason to complain. By steady, economical labor they have been in a position to obtain prices which would bear comparison with those of the English, while improvements in machinery and other technical details enabled them to paralyze the injurious consequences of the crisis, and to assimilate more nearly the conditions of production of those of England.

I beg to notice here that there is one establishment among the many on the Rhine for working cotton, that at Louisenthral, which has been comparatively the least noticed in the public papers. Notwithstanding the high prices of the raw material, the ability and activity of its directors have succeeded in raising considerably both the manufacture and sale of its products, and by a perfect technical skill, labor, and economy, as well as by a careful and suitable method, have placed the establishment on an independent footing, by which, notwithstanding the cotton difficulty, there is always a good business to be done. Their business connexion becomes constantly more extended, and gains ground in districts in which, hitherto, the English supplied the principal demands. And thus many other establishments are in the same flourishing condition.

In short, a vast development awaits the cotton trade also in Germany, and deservedly, as evidently few branches of material industy are so well adapted to the profitable investment of capital as cotton spinning and weaving factories especially when the experiments for obtaining cotton made in Algiers, Italy, &c. turn out unnecessary; and by a change in political affairs in our own country, German manufacturers may be emancipated, so far as the necessity of obtaining raw cotton from England.

Just as I was about to finish this report a law was passed by the senate and

the legislative body of this city, which is of the greatest importance for the development and progress of activity in business, not only for Frankfort, but for all the neighboring states, especially those which, like Nassau, Baden, Rhenish Bavaria, &c., have already passed a similar law. It introduces freedom of trade, for the establishment of which the liberal party has so long exerted itself. Although it is not perfect freedom of trade, as it applies only to the citizens of Frankfort, not allowing every German, and even foreigners, to settle and carry on business in this territory, still it is of very great importance, as setting an example to all the other states where the retrogressive system of guilds, &c., is yet in operation. The advocates of that system have always considered Frankfort a firm bulwark against progress and industrial development; and with the downfall of this bulwark is removed the greatest obstacle to the introduction of free trade with the whole of Germany. There is no doubt that the individual step taken by this little republic will even prove to be a great advance towards the political unity of the empire.

Statement showing the quantity of merchandise which passed and paid duty at the five Main custom-house offices at Wertheim, Steinheim, Hanau, Frankfort, and Hochst, from 1847 to 1860.

Custom-house offices.	At 1-1 rate.		At 1-2 rate.		At 1-4 rate.		At 1-20 rate.		Lumber.		Free of the Main duties.		Amount.	
	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Wertheim	1,908,340	5,337,939	.....	.....	9,007,405	1,120,723	4,360,850	2,731,071	889,422	6,454	3,417,668	129,920	19,583,685	9,326,107
Steinheim	2,642,835	6,582,136	.....	.....	12,227,353	1,365,139	22,309,387	5,459,053	1,674,471	4,113	14,866,885	1,281,172	53,720,931	14,691,613
Hanau	5,135,457	6,716,505	3,046,278	54,840	9,047,220	840,001	18,386,639	5,326,453	1,693,468	1,160	13,781,554	75,985	51,090,616	13,014,944
Frankfort	10,122,256		.....		10,592,275		16,243,235		.....		5,122,894		42,080,660	
Hochst	2,901,253	10,911,110	6,089,027	644,883	5,327,028	1,673,724	7,137,430	3,563,811	3,625,982	57,889	4,299,166	14,932,334	29,379,886	31,783,751
Total exclusive of Frankfort	12,587,885	29,547,690	9,135,305	699,723	35,609,006	4,999,587	52,194,306	17,080,388	7,883,343	69,616	36,365,273	16,419,411	153,775,118	68,816,415
Total inclusive of Frankfort	52,257,831		9,835,028		51,200,868		85,517,929		7,952,959		57,907,578		264,672,193	

Statement showing the receipts of the five Main custom-house offices at Wertheim, Steinheim, Hanau, Frankfort, and Hochst, from 1841 to 1860, with an average calculation for one year.

Main custom-house offices.	1.—Duties on goods at 1-1, 1-2, 1-4, and 1-20 rates.		2.—Duties on timber and lumber.		3.—Amount on Mayn duties on goods, timber, and lumber.		4.—Other duties.		5.—Total amount of Main duties.	
	Actually receiv'd of 1847–'60.	In average for 1 year.	Actually receiv'd of 1847–'60.	In average for 1 year.	Actually receiv'd of 1847–'60.	In average for 1 year.	Actually receiv'd of 1847–'60.	In average for 1 year.	Actually receiv'd of 1847–'60.	In average for 1 year.
	Florins.		*Florins.*		*Florins.*		*Florins.*	*Florins.*	*Florins.*	*Florins.*
Wertheim	465, 895. 3	33, 278. 13	241, 976. 13	17, 284. 00	707, 871. 16	50, 562. 10	48, 785. 43	3, 484. 42	756, 384. 44	54, 027. 26
Steinheim	116, 683. 0	8, 334. 30	66, 448. 29	4, 745. 36	183, 131. 29	13, 080. 48	23, 020. 10	1, 644. 11	206, 036. 00	14, 717. 00
Hanau	216, 698. 27½	15, 478. 29	163, 913. 14	11, 708. 4	380, 611. 44½	27, 186. 32	33, 767. 06	2, 412. 00	413, 824. 29	29, 559. 00
Frankfort	84, 291. 46	6, 020. 40	.....	.....	84, 291. 46	6, 020. 40	47, 438. 40	3, 388. 30	131, 730. 26	9, 409. 19
Hochst	404, 300. 55	28, 878. 38	208, 990. 2	14, 928. 00	613, 290. 57	43, 806. 30	70, 558. 56	5, 039. 55	680, 647. 38	48, 617. 41
Total	1, 287, 869. 11½	91, 990. 30	681, 327. 58	48, 665. 40	1, 969, 197. 12½	140, 656. 40	223, 570. 35	15, 969. 18	2, 188, 623. 17	156, 330. 46

	Per cent. in average for one year—				
	To 1.	To 2.	To 3.	To 4.	To 5.
Wertheim	36. 3	35. 5	36. 9	21. 9	34. 6
Steinheim	9. 0	9. 9	9. 3	10. 3	9. 1
Hanau	16. 8	24. 0	19. 3	15. 1	18. 9
Frankfort	6. 5	.....	4. 2	21. 2	6. 0
Hochst	31. 4	30. 6	31. 3	31. 5	31. 4
Total	100	100	100	100	100

Statement showing the quantities of timber and lumber which paid duty at the five Main custom-house offices at Wertheim, Steinheim, Hanau, Frankfort, and Hochst, from 1847 *to* 1860.

Custom-house offices.	Timber and saw ware.		Poles, oaken.		Poles, pine.		Oak for casks of 7½ awms.		Oak for casks of 3¾ awms.	
	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.
	Pieces.									
Wertheim	111,868,581	3,600	10,418,150	....	4,623,580	....	495,796	1,200	157,116	700
Steinheim	108,453,531	46,233	12,455,200	....	33,923,913	....	689,414	600	216,194	150
Hanau	95,409,266	.....	12,038,950	....	34,602,815	....	682,429	.....	205,258	.....
Frankfort-on-the-Main	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hochst	78,943,423	1,557,465	12,974,925	....	37,275,284	....	661,556	7,529	207,690	532
Total	394,674,301	1,607,298	47,887,225	....	110,425,592	....	2,529,195	9,329	786,258	1,382

Statement showing the quantities of timber, &c.—Continued.

Custom-house offices.	Pine wood for staves.		Dutch oak trees.		Masts.		Deal boards, double.		Deal boards, plain.		Rods, blocks, half trees, &c.	
	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.	Down the river.	Up the river.
	Pieces.											
Wertheim	4,507,750	.....	111,589	....	26,205	....	19,281	....	195,933	....	189,459	....
Steinheim	3,811,960	23,900	119,354	13	27,710	....	18,528	....	187,104	....	174,897	....
Hanau	3,615,176	.....	109,906	....	28,178	....	16,405	....	145,729	....	205,543	....
Frankfort-on-the-Main	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Hochst	2,367,375	4,046	155,841	171	28,110	799	11,277	216	109,890	650	.....	....
Total	14,302,261	27,946	496,690	184	110,203	799	65,491	216	638,656	650	569,899	....

Traffic in the port of Frankfort, as regards vessels arriving up the river with foreign goods, from 1847 *to* 1860.

Year.	Number of the vessels from Emmerich.	Number of the vessels from Coblentz.	Number of the vessels from Mayence.	Weight of the cargo.	Principal articles of the cargo.	Rate of the Main duty.
1847	54	.....	.....	179,625	.....	.....
1848	38	.....	.....	113,104	.....	.....
1849	41	.....	.....	119,574	.....	.....
1850	54	1	.....	146,695	.....	.....
				4,216	Coffee	1-1
1851	58	.....	3	106,414	Wine	1-1
				12,624	Oil	1-1
1852	81	1	1	283,792	Peruvian bark	1-4
				4,727	Horn	1-1
				1,944	Cement	1-20

Traffic in the port of Frankfort, &c.—Continued.

Year.	Number of the vessels from Emmerich.	Number of the vessels from Coblentz.	Number of the vessels from Mayence.	Weight of the cargo.	Principal articles of the cargo.	Rate of the Main duty.
1853	70	.....	.....	274,651	Rice	1-1
1854	95	.....	.....	333,390	Pig iron, (1854 to 1857)	1-4
1855	93	.....	.....	421,926	Logwood	1-4
1856	86	.....	.....	368,813	Cotton, raw	1-1
1857	74	.....	.....	314,950	Raw skins	1-1
1858	67	.....	.....	269,478	Cotton yarn	1-1
1859	35	.....	.....	97,720	.....	.....
1860	52	.....	.....	183,008	.....	.....

Statement showing the quantity of goods which passed and paid duty at Frankfort from 1847 *to* 1860.

Year.	1-1 rate.	1-4 rate.	1-20 rate.	Free of duty.	Total.	Of which quantity passed—	
						Free of duty.	Duty paid.
	Cwts. lbs.	*Cwts. lbs.*	*Cwts. lbs.*	*Cwts. lbs.*	*Cwts. lbs.*	*Cwts. lbs.*	*Cwts. lbs.*
1847	778,504 90	335,878 65	943,898 35	405,124 33	2,463,406 23	2,086,313 11	377,093 12
1848	494,743 87	298,279 65	715,952 25	249,133 57	1,758,109 34	1,517,519 57	240,589 77
1849	613,272 58	575,196 49	706,691 47	359,539 97	2,254,700 51	1,199,697 53	255,002 98
1850	599,152 18	1,166,630 87	970,847 88	353,723 59	3,090,354 52	2,827,905 93	262,448 59
1851	684,080 00	530,056 95	867,063 46	335,861 13	2,417,061 54	2,116,337 29	300,724 25
1852	915,869 18	525,689 96	963,045 92	394,382 93	2,798,987 99	2,300,639 46	438,348 53
1853	892,428 36	654,397 05	1,015,852 34	372,874 10	2,935,551 85	2,491,140 17	444,411 68
1854	1,044,295 62	609,637 37	1,512,830 33	415,415 39	3,582,178 71	3,250,933 56	331,245 15
1855	792,121 17	906,601 79	1,776,256 69	352,286 92	3,827,266 57	3,550,109 86	277,156 71
1856	780,541 58	1,367,948 92	1,367,482 62	417,666 43	3,933,639 55	3,613,144 01	320,495 54
1857	841,138 80	1,041,269 96	1,177,609 24	281,150 95	3,341,168 95	3,028,069 75	313,098 20
1858	790,721 44	977,752 01	1,443,703 50	281,859 86	3,494,036 81	3,121,884 01	372,152 80
1859	462,849 75	735,258 07	1,103,380 39	360,336 40	2,661,824 61	2,661,824 66	232,368 95
1860	432,537 49	867,678 25	1,678,620 72	543,539 09	3,522,375 55	3,391,654 47	130,721 08
Total	10,122,266 92	10,592,275 99	16,243,235 16	5,122,894 66	42,080,662 73	37,784,804 38	4,295,857 35

Statement showing the receipts of the custom-house office at Frankfort from 1847 *to* 1860.

Year.	Amount of receipts.	Recognition dues.	Total of receipts.
	Fl. Kr.	*Fl. Kr.*	*Fl. Kr.*
1847	7,764 46	2,918 50	10,683 36
1848	5,088 49	2,151 30	7,240 19
1849	5,469 03	2,562 30	8,031 33
1850	5,439 14	3,343 50	8,783 04
1851	6,119 56	2,548 40	8,668 36
1852	8,516 59	3,083 40	11,600 39
1853	8,176 18	3,190 50	11,367 08
1854	7,187 28	4,042 20	11,229 48
1855	5,898 57	3,848 10	9,747 07
1856	6,033 00	4,068 40	10,101 40
1857	5,430 15	4,309 20	9,729 35
1858	6,380 53	4,501 50	10,882 43
1859	4,565 58	3,107 30	7,673 28
1860	2,230 10	3,761 00	5,991 10
	84,291 46	47,438 40	131,730 26

Statement showing the principal articles of traffic on the Main, up and down the river, from 1847 *to* 1860.

Down the river.	Rate of dues.
I. Raw materials—	
Fire-wood, brushwood	$\frac{1}{10}$
Timber and lumber	Several rates.
Charcoal	$\frac{1}{10}$
Stone, squared and lithographic	$\frac{1}{4}$
Stone, unsquared	Free.
II. Materials for manufactories—	
Manganese	$\frac{1}{10}$
Cauk, packed up	$\frac{1}{4}$
Wool, raw	$\frac{1}{4}$
Lampblack	$\frac{1}{4}$
III. Manufactures half and wholly finished—	
Cotton goods	$\frac{1}{4}$
Wooden ware, furniture, toys	$\frac{1}{4}$
Slates	$\frac{1}{4}$
Stone, calcined	$\frac{1}{10}$
Pig iron	$\frac{1}{4}$
Rails for railroads	$\frac{1}{4}$
IV. Agricultural produce, colonial produce, provisions—	
Potatoes	Free.
Grain of every kind	$\frac{1}{4}$
Flour groats	$\frac{1}{4}$
Salt	$\frac{1}{4}$
Seeds and oil-seeds	$\frac{1}{4}$
Oil-cakes	$\frac{1}{4}$
Fruit, dried	$\frac{1}{4}$
Beer	$\frac{1}{4}$
Mineral water	$\frac{1}{4}$

Up the river.	Rate of dues.
I. Raw material—	
Stone coal	$\frac{1}{10}$
Ore, raw, (iron stone)	$\frac{1}{10}$
II. Materials for manufactories—	
Alum	$\frac{1}{4}$
Potash	$\frac{1}{4}$
Soda	$\frac{1}{4}$
Sulphur	$\frac{1}{4}$
Sulphuric and nitric acid	$\frac{1}{4}$
Logwood	$\frac{1}{4}$
Dyeing wood, ground and color	$\frac{1}{4}$
Hides, skins, raw	$\frac{1}{4}$
III. Manufactures half and wholly finished—	
Pig iron	$\frac{1}{4}$
Steel and iron ware	$\frac{1}{4}$
Steel and railroad rails	$\frac{1}{4}$
Lead and leaden ware	$\frac{1}{4}$
Glass and glass ware	$\frac{1}{4}$
Earthen ware	$\frac{1}{10}$
IV. Agricultural produce, colonial produce, provisions—	
Rice	$\frac{1}{4}$
Mineral water	$\frac{1}{4}$
Wine must	$\frac{1}{4}$
Brandy	$\frac{1}{4}$
Coffee	$\frac{1}{4}$
Sugar, refined	$\frac{1}{4}$
Tobacco, raw and manufactured	$\frac{1}{4}$
V. Greasy goods and resin—	
Oil of every kind	$\frac{1}{4}$
Tallow	$\frac{1}{4}$
Pitch, resin	$\frac{1}{4}$

Statement showing the quantity of raw materials and manufactured goods which paid import duty at the chief office of the Frankfort custom-house from 1847 *to* 1860.

Years.	Raw materials.	Articles of consumption.	Manufactured goods.	Total.
	Cwt. lbs.	*Cwt. lbs.*	*Cwt. lbs.*	*Cwt. lbs.*
1847	20,770 67	75,259 88	23,832 61	119,863 16
1848	21,718 75	66,096 77	38,602 64	126,418 16
1849	34,612 02	84,069 54	24,653 79	143,335 35
1850	32,104 98	74,399 06	31,595 42	138,099 46
1851	32,055 14	91,092 62	28,918 65	152,066 41
1552	28,023 32	103,552 71	28,739 37	160,315 40
1853	37,863 00	96,908 72	24,259 86	159,031 58
1854	66,452 21	121,275 00	27,130 00	214,857 21
1855	87,803 76	116,265 00	23,618 00	227,686 76
1856	58,782 30	136,941 25	60,239 81	255,913 36
1857	54,857 91	127,749 37	75,207 09	257,814 37
1858	43,757 67	142,075 71	132,347 75	318,181 13
1859	42,826 68	129,540 30	45,469 82	217,836 80
1860	37,052 53	147,556 03	42,914 93	227,523 49
Total	598,680 94	1,512,781 96	607,529 74	2,718,992 64

Statement showing the quantity of leather imported during the fairs from 1836 *to* 1860.

Years.	To the spring fair.	To the autumn fair.	Total.
			Quintals.
1836	14,481	14,104	28,585
1837	15,048	17,278	32,326
1838	17,210	14,414	31,624
1839	16,642	17,517	34,159
1840	17,176	14,396	31,572
1841	18,349	13,462	31,811
1842	19,423	17,182	36,605
1843	22,008	16,315	38,323
1844	19,214	18,648	37,862
1845	12,959	21,401	34,360
1846	23,123	22,429	45,552
1847	17,984	21,871	39,855
1848	19,454	16,329	35,783
1849	22,042	18,578	40,620
1850	17,867	18,699	36,566
1851	21,460	18,539	39,999
1852	20,518	20,653	41,171
1853	14,112	19,896	34,008
1854	23,127	16,511	39,638
1855	18,265	18,298¼	35,563¼
1856	15,706⅝	16,070⅛	31,777
1857	18,683½	15,945½	34,629
1858	16,224¾	16,236⅞	32,461⅝
1859	21,340¾	16,757⅞	38,098⅝
1860	20,411⅛	21,607⅞	42,019⅛
Total	462,829⅜	443,138⅝	905,968

Statement showing some of the principal articles of commerce imported at Frankfort-on-the-Main from 1836 *to* 1850.

Years.	Cotton wares.		Sugar.		Coffee.		Manufactur'd tobacco.		Total.	
	Cwt.	*lbs.*	*Cwt.*	*lbs.*	*Cwt.*	*lbs.*	*Cwt.*	*lbs.*	*Cwt.*	*lbs.*
1836	28,753	12	6,345	80	5,485	66	3,727	46	44,312	04
1837	27,330	31	19,493	99	19,663	57	3,859	51	70,347	38
1838	33,494	28	22,815	77	4,525	23	5,095	08	65,930	36
1839	40,450	75	26,840	57	690	27	5,872	26	73,853	85
1840	40,500	86	27,815	63	268	86	6,526	50	75,111	85
1841	49,805	14	25,923	36	1,651	02	7,443	40	84,822	92
1842	55,103	12	28,646	72	1,069	18	6,958	97	91,777	99
1843	57,475	91	25,604	28	1,178	44	7,059	78	91,318	41
1844	58,656	90	26,535	57	2,177	25	7,050	81	94,420	53
1845	55,025	22	27,525	42	754	19	6,002	27	89,307	10
1846	61,253	46	27,254	60	454	77	5,814	52	94,777	35
1847	46,026	74	31,406	39	408	56	5,324	11	83,165	80
1848	42,579	85	29,321	68	253	15	5,314	12	75,468	80
1849	32,867	93	26,773	25	1,409	47	3,998	65	70,049	30
1850	34,127	10	27,706	48	7,541	61	4,337	33	73,712	53
Total	668,450	69	380,009	52	47,531	23	82,384	77	1,178,376	21

Import of stone coal from 1854 *to* 1860.

1854	636,390
1855	622,488
1856	517,927
1857	472,574
1858	677,674
1859	553,772
1860	666,240
Total	4,147,065

Statement of the traffic of the free city of Frankfort in wine and must from February 6, 1847, to end of 1860.

Years.	Import of wine and must.				Export of wine and must.					Transit of wine and must.					Total of export and transit.				
	Free of duty.	With transit certificates.	Paid duty for.	Total of the import.	To Prussia, Saxony, Electoral Hesse, Thuringia, and Brunswick.	To Bavaria, Wurtemburg, Baden, Nassau, and Hanover.	To the Grand Duchy of Hesse.	To foreign countries.	Total.	To Prussia, Saxony, Electoral Hesse, Thuringia, and Brunswick.	To Bavaria, Wurtemburg, Baden, Nassau, and Hanover.	To the Grand Duchy of Hesse.	To foreign countries.	Total.	To Prussia, Saxony, Electoral Hesse, Thuringia, and Brunswick.	To Bavaria, Wurtemburg, Baden Nassau, and Hanover.	To the Grand Duchy of Hesse.	To foreign countries.	Total.
	In quintals.																		
1847	65, 429	75, 846	6, 473	147, 748	40, 390	12, 593	9, 636	.....	62, 549	10, 963	350	.....	7, 659	18, 974	51, 285	22, 943	9, 636	7, 659	91, 523
1848	62, 396	12, 390	4, 116	78, 908	39, 454	5, 782	5, 494	68	50, 798	6, 659	257	.....	5, 480	12, 396	46, 113	6, 087	5, 494	5, 548	63, 242
1849	62, 096	23, 320	4, 879	90, 295	42, 307	8, 512	5, 213	.....	56, 032	7, 599	295	.....	5, 469	13, 463	49, 906	8, 807	5, 213	5, 480	69, 406
1850	52, 868	26, 864	6, 027	85, 759	41, 436	7, 846	5, 286	.....	54, 568	9, 812	365	.....	6, 482	16, 659	51, 248	8, 211	5, 286	5, 469	70, 214
1851	61, 316	23, 809	6, 083	91, 208	49, 708	11, 217	7, 556	.....	68, 481	10, 969	201	.....	7, 137	18, 307	60, 677	11, 418	7, 556	6, 482	86, 133
1852	41, 344	38, 332	6, 213	85, 889	17, 500	7, 794	8, 920	.....	34, 214	30, 531	343	55	6, 110	37, 039	48, 031	8, 137	8, 975	7, 137	72, 280
1853	45, 234	50, 028	7, 225	102, 487	5, 409	12, 415	9, 008	.....	26, 832	49, 324	731	9	6, 894	56, 958	54, 733	13, 146	9, 017	6, 110	83, 006
1854	47, 369	48, 682	7, 790	103, 841	5, 107	9, 312	7, 894	.....	22, 313	43, 517	2, 622	218	5, 762	52, 119	48, 624	11, 934	8, 112	6, 894	75, 564
1855	37, 130	35, 738	6, 495	79, 363	4, 570	7, 917	7, 295	.....	19, 782	38, 380	4, 333	235	4, 637	47, 585	42, 950	12, 250	7, 530	5, 762	68, 492
1856	35, 532	49, 198	6, 862	91, 592	4, 538	9, 241	6, 668	.....	20, 447	41, 356	3, 681	345	9, 100	54, 482	45, 849	12, 922	7, 013	4, 637	70, 421
1857	40, 499	43, 828	7, 315	91, 642	3, 402	7, 629	5, 903	.....	16, 934	41, 518	4, 206	381	8, 750	54, 855	44, 920	11, 935	6, 284	9, 100	72, 239
1858	56, 675	48, 340	5, 927	110, 942	2, 796	6, 843	3, 596	.....	13, 235	43, 216	5, 224	589	7, 637	56, 666	46, 012	12, 067	4, 185	8, 750	71, 014
1859	46, 254	46, 870	5, 465	98, 589	1, 622	4, 028	4, 990	2, 463	13, 103	45, 570	6, 626	691	5, 480	58, 367	50, 727	7, 219	5, 681	10, 100	73, 727
1860	42, 897	47, 352	5, 154	95, 403	1, 400	4, 407	4, 562	1, 744	12, 113	40, 518	5, 966	582	9, 596	56, 662	44, 721	7, 572	5, 142	11, 340	68, 775
Total	697, 039	570, 603	86, 024	1, 353, 666	259, 569	115, 536	92, 021	4, 275	471, 401	419, 934	35, 200	3, 105	96, 293	554, 532	685, 796	154, 648	95, 124	100, 468	1, 036, 036

Statement showing the quantities of some of the principal articles of commerce exported from 1836 *to* 1850.

Years.	Cotton wares.	Sugar.	Coffee.	Tobacco manufactured.	Total.
	Cwt. lbs.	*Cwt. lbs.*	*Cwt. lbs.*	*Cwt. lbs.*	*Cwt. lbs.*
1836	23,061 85	29,728 53	13,473 06	7,246 29	73,509 73
1837	24,914 52	12,893 50	18,867 79	16,049 85	72,725 66
1838	27,672 18	16,440 93	21,085 46	29,497 90	96,696 47
1839	30,820 36	13,779 48	20,802 65	11,066 04	76,468 53
1840	31,828 91	13,259 24	21,322 39	20,503 18	86,913 87
1841	34,393 44	11,536 33	22,381 36	21,198 65	89,509 81
1842	37,385 06	12,152 19	24,520 63	15,413 09	89,470 70
1843	38,351 12	12,322 21	25,381 97	10,376 86	86,431 82
1844	37,165 63	11,261 87	23,015 51	22,509 59	93,953 06
1845	33,333 02	10,234 81	25,949 09	19,783 35	89,300 69
1846	37,785 50	16,369 49	31,758 63	14,643 76	100,556 84
1847	33,440 11	17,126 93	36,316 80	11,718 11	98,601 78
1848	29.843 15	14,445 34	28,950 00	5,765 35	79,004 64
1849	26 875 01	14,666 81	39,020 22	21,839 97	102,402 01
1850	31,49[illegible] 35	15,474 95	39,889 25	3,275 89	90,136 44
Total	478,366 21	221,692 61	392,735 35	230,887 88	1,323,682 05

Statement showing the quantities of the important articles of import and export which passed the custom-houses of the Zollverein in 1862, *compared with those in* 1861.

Articles.	In 1862.	In 1861.	Therefore in 1862— More.	Therefore in 1862— Less.
I—*Imports.*				
Cotton and cotton goods—				
1. Raw cotton	1,176,807	2,202,081	.....	825,874
2. Cotton goods	279,575	473,730	1,857	196,012
Lead and leaden ware	6,200	5,806	394	
Drugs and dyestuffs	2,334,973	2,737,881	21,201	454,111
Iron and steel, iron and steel ware—				
1. Pig iron and raw and German steel	3,055,693	2,648,801	407,379	487
2. Forged and wrought iron	337,380	402,290	19,679	84,589
3. Iron and steel ware	321,111	254,918	69,315	3,122
Ore	940,823	790,389	165,538	15,104
Flax, oakum, hemp, &c	424,935	372,517	52,418	
Grain, pulse, seeds, and berries—				
1. Wheat ... bushel	7,891,845	8,608,580	8,757	725,492
2. Rye ... do	10,959,735	6,283,359	4,677,294	918
3. Seeds and berries ... cwt	6,410	6,140	899	629
4. Hemp-seed ... do	1,349,659	1,060,135	379,903	90,379
5. Clover-seed	165,920	140,215	27,407	1,702
Glass and glass ware	65,354	61,278	4,076	
Hides, skin, and hair	568,003	583,558	108	15,633
Wood and wooden ware	2,633,670	2,159,804	532,880	40,011
Hops ... cwt	12,548	15,855	.....	3,307
Copper, brass, copper and brass ware ... do	112,355	114,041	1,191	2,877
Leather, leather goods, and similar fabrics do	22,687	27,139	984	1 436
Linen, linen yarn, and other linen fabrics do	230,446	184,921	46,854	329
Rags for the manufacture of paper ... do	53,869	49,071	4,778	

Statement—Continued.

Articles.	In 1862.	In 1861.	Therefore in 1862— More.	Therefore in 1862— Less.
Groceries, confections, and other articles of consumption—				
1. Beer ..... cwt.	10,669	10,817	.....	148
2. Brandy ..... do.	50,459	50,162	1,703	1,406
3. Wine ..... do.	240,764	210,312	30,452	
4. Butter ..... do.	43,571	48,605	646	5,680
5. Meat ..... do.	141,276	48,716	114,425	21,875
6. Tropic fruits ..... do.	342,945	368,590	13,544	39,189
7. Spice ..... do.	75,666	68,222	12,218	4,774
8. Herrings ..... do.	426,267	339,348	86,919	
9. Coffee ..... do.	1,348,281	1,449,528	.....	101,247
10. Cocoa ..... do.	18,964	18,061	903	
11. Cheese ..... do.	446,173	96,371	56,215	6,413
12. Rice ..... do.	573,519	701,123	.....	127,604
13. Salt ..... do.	612,081	562,856	49,225	
14. Sirup ..... do.	102,275	92,347	49,106	40,178
15. Tobacco ..... do.	603,086	614,753	313	11,980
16. Tea ..... do.	14,838	25,545	.....	10,707
17. Sugar ..... do.	464,569	130,426	379,981	45,838
18. Oil ..... do.	953,099	1,049,380	10,163	106,444
Paper and pasteboard ..... do.	17,461	17,422	392	353
Silk and silk ware ..... do.	37,658	30,630	7,058	
Stone coal ..... do.	7,880,874	17,425,971	915,913	461,010
Straw, reed, and bast goods ..... do.	18,249	25,487	.....	7,238
Tallow and stearine ..... do.	87,005	58,663	28,342	
Tar and pitch ..... do.	182,177	114,207	67,970	
Cattle ..... number.	41,596	40,675	2,253	1,332
Cattle ..... cwt.	792,549	967,381	25,608	200,540
Wool and woollen goods ..... do.	641,265	578,408	63,107	250
Books, maps, engravings, &c ..... do.	27,363	25,402	1,961	
Feathers ..... do.	43,279	47,853	.....	4,574
Fish ..... do.	54,195	53,132	1,063	
Dried fruit ..... do.	190,070	178,454	16,122	4,506
Oil dregs and train-oil ..... do.	249,884	205,798	44,086	
2—Exports.				
Raw cotton ..... cwt.	205,624	469,425	.....	263 811
Flax, oakum, and hemp ..... do.	214,442	150,250	64,192	
Raw skins and hides ..... do.	31,481	42,666	.....	111,185
Rags for the manufacture of paper ..... do.	921	1,029	23	131
Raw and carded sheep wool ..... do.	150,389	95,497	65,235	10,343
Raw silk ..... do.	2,363	1,877	486	

Total export of merchandise at Frankfort-on-the-Main from 1837 *to* 1860.

Date.	1. By land conveyance.						2. By water.	Total 1 and 2.
	Through the gates.	Per Hanau railroad.	Per Main-Neckar and Offenbach railroad.	Taunus railroad.	Main-Weser railroad.	Total.		
1837	554,139⅝	.....	.....	.....	.....	554,139⅝	135,405	689,544⅝
1838	614,109	.....	.....	.....	.....	614,109	142,142	756,251
1839	599,617¼	.....	.....	.....	.....	599,617¼	159,478	759,095¼
1840	630,912⅞	.....	.....	.....	.....	630,912⅞	146,106⅛	777,019¼
1841	654,479¼	.....	.....	.....	.....	654,479¼	145,622	800,101¼
1842	667,150⅝	.....	.....	.....	.....	667,150⅝	126,147	793,297⅝
1843	661,353¼	.....	.....	.....	.....	661,353¼	163,297⅝	824,650⅝
1844	688,404⅝	.....	.....	.....	.....	688,404⅝	153,997¼	842,401⅞
1845	656,991	.....	.....	.....	.....	656,991	146,254¼	803,245¼
1846	612,540¼	.....	.....	.....	.....	612,540¼	166,801⅝	779,342
1847	563,111¼	.....	55,404¼	116,711	.....	735,226¼	237,404⅝	972,630⅞
1848	395,969	.....	125,739⅝	86,754	.....	608,462¼	126,898⅝	735,360⅝
1849	427,260	.....	135,960¼	109,096¼	.....	672,317	182,462¼	854,779⅞
1850	440,329⅛	4,772	168,613¼	138,260¼	37,261	789,236¼	224,077⅝	1,013,314⅛
1851	394,734	9,866⅝	197,624⅝	137,842	231,824⅝	971,892¼	238,070⅝	1,209,962⅞
1852	274,595⅝	16,043	261,727	155,970	368,137	1,076,472⅝	373,526⅝	1,449,999¼
1853	217,712⅝	19,560¼	329,677⅝	198,571	487,680⅝	1,253,202⅝	396,683⅝	1,649,886¼
1854	185,477	468,027¼	432,798⅝	258,170¼	516,545¼	1,861,018⅝	400,196	2,261,214⅝
1855	182,892¼	458,804¼	414,790⅝	309,369⅝	620,944¼	1,986,801⅝	336,147⅝	2,322,948⅝
1856	197,967	582,848¼	441,677	422,306⅞	800,823¼	2,445,622¼	388,690⅝	2,834,313¼
1857	188,325¼	877,699¼	557,720⅝	572,336¼	693,178¼	2,889,260⅝	309,378⅝	3,198,639⅞
1858	164,070¼	1,404,575	537,403⅝	632,070¼	764,359⅝	3,502,478⅝	298,523⅝	3,801,002
1859	141,630⅝	492,066	423,916	497,118	729,242	2,283,972⅝	197,296	2,481,268⅝
1860	102,576⅝	449,323¼	392,873¼	571,256	767,535	2,283,564¼	164,943⅝	2,448,508
Total	10,216,349⅝	4,783,585⅞	4,475,926⅝	4,205,832⅝	6,017,531	29,699,225¼	5,359,551⅝	35,058,777⅝

Total by railroad, 19,482,875⅞ cwt.

Statement showing the total import of merchandise at Frankfort-on-the-Main from 1847 *to* 1860.

Year.	By land conveyance.						By water.	Total.
	Through the gates.	By the Hanau railroad.	By Main-Neckar and Offenback railroad.	By Taunus railroad.	By Main-Weser railroad.	Total.		
	Quintals.							
1847	696,492¼	.....	48,039	191,342¼	.....	935,873¾	479,696⅝	1,415,570¼
1848	479,206¼	.....	142,980	151,062¼	.....	773,248⅝	271,815⅝	1,045,064¼
1849	537,555	.....	139,221	194,786⅝	.....	871,562⅝	367,471	1,239,033⅝
1850	569,457¼	8,365	170,045⅝	177,165	51,415¼	976,448½	367,149¼	1,343,597¾
1851	479,966¼	11,758	196,377¼	185,395	181,353⅝	1,054,851	436,590¼	1,491,441¼
1852	360,153⅝	14,089	218,547¼	230,464	447,953⅝	1,271,207⅝	591,517¼	1,862,724⅝
1853	311,525⅝	20,006¼	249,074	242,561¼	583,158¼	1,406,745⅝	642,379⅝	2,049,125¼
1854	253,471¼	393,719⅝	305,650¼	380,202¼	850,690⅝	2,183,734⅝	1,294,067¼	3,477,802⅝
1855	176,016¼	388,534	355,925⅝	414,460¼	1,001,952¼	2,336,889⅝	1,364,524⅝	3,701,413⅝
1856	177,468¼	654,067	400,784⅝	556,188¾	917,770¼	2,706,278¼	1,238,133	3,944,411¼
1857	170,530⅝	823,874⅝	458,249¼	704,003¼	1,304,961¼	3,461,720¼	1,134,636¼	4,596,356¼
1858	196,445¼	842,832	602,885¼	1,017,443¼	1,530,406¼	4,190,012¼	1,257,114¼	5,447,126⅝
1859	172,757⅝	525,833¼	402,173	807,200	1,190,251	3,098,215	934,578¼	4,032,793¼
1860	158,696¼	777,871⅝	313,470⅝	716,742⅝	1,059,287⅝	3,026,071	1,108,038⅝	4,134,109⅝
Total	4,739,745⅝	4,460,950⅝	4,003,424⅝	5,969,438⅝	9,119,002⅝	28,292,858¼	11,487,712⅝	39,780,571¼

Statement showing the traffic of the free city of Frankfort in brandy and spirits from 6th February, 1847, to end of 1860.

Years.	Import of brandy.				Export of brandy.					Transit of brandy.					Total of export and transit.				
	Free of duty.	With transit certificates.	Paid duty for.	Total.	To Prussia, Saxony, Electoral Hesse, Thuringia, Brunswick.	To Bavaria, Wurtemburg, Baden, Nassau, Hanover.	To the Grand Duchy of Hesse.	To foreign countries.	Total.	To Prussia, Saxony, Electoral Hesse, Thuringia, Brunswick.	To Bavaria, Wurtemburg, Baden, Nassau, Hanover.	To the Grand Duchy of Hesse.	To foreign countries.	Total.	To Prussia, Saxony, Electoral Hesse, Thuringia, Brunswick.	To Bavaria, Wurtemburg, Baden, Nassau, Hanover.	To the Grand Duchy of Hesse.	To foreign countries.	Total.
	Quintals.																		
1847	11,234	2,786	711	14,731	488	6,210	2,750	.....	9,448	74	542	.....	647	1,263	562	6,752	2,750	647	10,711
1848	19,287	480	510	20,277	1,318	5,756	1,823	.....	8,897	143	331	.....	6	480	1,461	6,087	1,823	6	9,377
1849	20,379	2,311	863	23,553	4,224	5,987	1,573	.....	11,784	159	269	.....	103	531	4,383	6,256	1,573	103	12,315
1850	24,964	3,837	837	29,638	4,986	6,274	1,975	.....	13,235	164	276	.....	30	470	5,150	6,550	1,975	30	13,705
1851	22,211	4,836	811	27,858	5,954	5,865	2,780	.....	14,599	207	312	.....	72	591	6,161	6,177	2,780	72	15,190
1852	25,373	3,180	854	29,335	1,606	6,511	2,508	.....	10,625	112	355	11	255	733	1,718	6,866	2,519	255	11,358
1853	16,048	5,370	884	22,302	481	4,804	1,976	.....	7,261	293	479	.....	179	951	774	5,283	1,976	179	8,212
1854	9,705	10,117	959	20,781	327	5,932	2,171	.....	8,430	312	491	48	215	1,066	639	6,423	2,219	215	9,496
1855	8,037	10,521	877	19,435	226	8,113	2,471	.....	10,810	463	572	52	240	1,327	689	8,685	2,523	240	12,137
1856	8,448	9,214	1,086	18,748	263	2,619	2,079	.....	5,961	827	2,765	45	115	3,752	1,090	6,384	5,124	115	9,713
1857	8,577	13,473	996	23,046	297	3,669	2,210	.....	6,176	360	574	45	1,939	2,918	657	4,243	2,255	1,939	9,094
1858	5,547	12,234	1,052	18,833	228	629	1,377	.....	2,234	381	547	112	324	1,364	609	1,176	1,489	324	3,598
1859	6,772	12,518	796	20,086	266	509	1,979	.....	2,754	369	595	170	124	1,135	508	1,003	2,150	124	3,885
1860	3,576	11,732	966	16,274	110	335	1,614	.....	2,110	397	450	52	62	961	523	799	1,666	93	3,081
Total	190,158	102,537	12,202	304,897	20,774	63,233	29,286	.....	114,324	4,261	8,558	535	4,311	17,542	24,924	72,684	29,822	4,342	131,872

Statement showing the quantity of merchandise imported and exported during the spring fairs from 1847 *to* 1860.

Years.	IMPORTS.								EXPORTS.							
	By land conveyance.								By land conveyance.							
	Through the gates.	By Taunus railroad.	By Main-Neckar railroad.	By Main-Weser railroad.	By Hanau railroad.	Total.	By water.	Total.	Through the gates.	By Taunus railroad.	By Main-Neckar railroad.	By Main-Weser railroad.	By Hanau railroad.	Total.	By water.	Total.
	Quintals.								Quintals.							
1847	94,743	.....	.....	.....	.....	94,743	78,815 1/8	173,538 1/8	73,926 1/2	.....	.....	.....	.....	73,926 1/2	25,370 3/8	99,396 7/8
1848	51,974	1,765 7/8	2,000 3/4	.....	.....	5,574 5/8	40,418 5/8	96,159 1/4	42,480	.....	.....	.....	.....	42,480	13,573 1/2	56,053 1/2
1849	60,646	3,747 7/8	2,420 1/4	.....	.....	67,814 3/8	56,453 7/8	124,268 1/4	68,326 1/4	.....	.....	.....	.....	68,326 1/4	25,931 1/8	94,257 3/8
1850	63,852	2,909 1/4	3,640 3/4	.....	.....	70,402	55,693	126,095	55,094	.....	.....	.....	.....	55,094	25,686 7/8	80,780 7/8
1851	55,247	3,489 1/2	3,680 3/4	1,236 3/4	.....	63,654	86,169	149,823	47,625 1/4	.....	.....	.....	.....	47,625 1/4	24,428 1/4	72,053 1/2
1852	42,623	3,561 7/8	2,840 1/4	2,880 5/8	.....	51,905	72,874	124,779	36,683	.....	.....	.....	.....	36,683	29,375 1/2	66,058 1/2
1853	42,203	2,942 1/2	2,795	5,798	.....	53,738 1/2	58,992 1/4	112,730 3/4	26,153	.....	.....	.....	.....	26,153	50,607 1/4	76,760 1/4
1854	41,007 3/4	2,856 1/4	2,424 1/8	3,694	.....	49,982 1/8	110,874	160,856 1/8	27,181 1/2	.....	.....	.....	.....	27,181 1/2	33,514 7/8	60,696 3/8
1855	33,334 3/4	3,323 1/4	2,776	4,143 3/4	5,227	48,804 3/8	64,360 1/8	113,164 7/8	17,351 1/2	.....	.....	.....	.....	17,251 1/2	28,726	46,077 1/2
1856	26,455 3/8	3,166 1/4	2,191 1/2	3,550 1/2	5,225 1/4	40,588 1/2	51,167 3/8	91,756 1/8	26,355 1/4	.....	.....	.....	.....	26,355 1/4	32,641	58,976 1/4
1857	25,304 3/8	3,128 3/8	2,740 1/8	4,261 3/8	5,772 3/8	41,207 3/8	99,783 3/8	140,991 1/4	27,716 1/4	.....	.....	.....	.....	27,716 1/4	25,209 3/8	52,925 5/8
1858	26,990	2,177	2,870 3/4	7,664 1/8	5,093 7/8	44,796 1/4	55,949	100,745 1/4	27,747 1/4	.....	.....	.....	.....	27,747 1/4	33,659	61,406 1/4
1859	26,783 1/8	4,350 3/8	3,322 1/2	4,932	4,571 1/2	43,959 1/2	61,214 7/8	105,174 3/8	21,293 3/4	.....	.....	.....	.....	21,293 3/4	18,486 3/8	39,780 1/8
1860	25,814 3/4	3,717 7/8	3,116 3/8	5,694 1/2	4,445 3/4	42,789 1/4	22,198	64,987 1/4	17,915 3/4	.....	.....	.....	.....	17,915 3/4	15,005 3/8	32,921 1/8
Total	616,978 3/8	41,135 7/8	36,819 1/8	43,856 1/8	30,336	769,959 1/2	914,963 1/8	1,685,068 5/8	515,849 1/2	.....	.....	.....	.....	515,849 1/2	382,214 1/2	898,144 3/8

Statement showing the quantity of merchandise imported and exported during the autumn fairs from 1847 *to* 1860.

Years.	IMPORTS.								EXPORTS.							
	By land conveyance.								By land conveyance.							
	Through the gates.	By Taunus railroad.	By Mayn-Neckar railroad.	By Mayn-Weser railroad.	By Hanau railroad.	Total.	By water.	Total.	Through the gates.	By Taunus railroad.	By Mayn-Neckar railroad.	By Mayn-Weser railroad.	By Hanau railroad.	Total.	By water.	Total.
	Quintals.								Quintals.							
1847	74,338½	2,621⅝	2,139	.....	.....	79,099⅛	53,248⅛	132,347⅜	63,944	.....	.....	.....	.....	63,944	26,068⅜	90,012⅜
1848	55,210	1,681	2,336	.....	.....	59,227	32,038¼	91,265⅛	50,213¼	.....	.....	.....	.....	50,213¼	12,748	62,961¼
1849	56,947	2,903	3,095	.....	.....	62,945	55,835	118,780	57,734	.....	.....	.....	.....	57,734	23,132	80,866
1850	56,608	2,908½	3,179⅜	270¼	.....	62,966⅜	49,398⅝	112,365⅜	48,386⅜	.....	.....	.....	.....	48,386⅜	24,896	73,282⅜
1851	47,523¼	4,858⅜	3,644	2,961	.....	58,986⅜	36,262⅞	95,249⅛	41,798½	.....	.....	.....	.....	41,798½	21,358⅜	63,157⅛
1852	35,591	3,120½	2,746⅞	4,009	.....	45,467⅜	52,894⅛	98,361½	29,394½	.....	.....	.....	.....	29,394½	22,806¼	52,200⅜
1853	40,912½	3,010	1,622½	3,237	.....	48,782	67,078	115,860	28,104	.....	.....	.....	.....	28,104	34,709	62,813
1854	34,772	3,491	2,412⅛	4,174½	282⅜	45,132⅝	56,236¼	101,368⅞	23,708½	.....	.....	.....	.....	23,708½	31,114⅛	54,822⅝
1855	25,371⅜	3,143⅛	2,772½	4,079⅜	3,717⅜	39,084⅜	90,437½	129,521⅞	21,109	.....	.....	.....	.....	21,109	57,613	78,722
1856	24,824½	4,133	2,462½	3,951¼	4,956¾	40,328⅛	58,579	98,907⅛	26,119¼	.....	.....	.....	.....	26,119¼	26,015¼	52,134½
1857	21,475	4,295⅜	2,831½	5,062	4,813¼	38,477	65,194	103,671	22,359	.....	.....	.....	.....	22,359	26,836¼	49,195¼
1858	24,553¼	4,834⅞	2,896⅝	5,195¼	4,233⅜	41,713½	65,203⅜	106,916⅛	23,035⅜	.....	.....	.....	.....	23,035⅜	27,111⅛	50,146⅞
1859	25,476¼	5,045⅜	2,941¼	4,831⅝	3,662⅜	41,957¼	24,544⅜	66,501⅞	22,120¼	.....	.....	.....	.....	22,120¼	10,780¼	32,900⅜
1860	28,230	3,853½	3,850⅜	5,320¾	3,100⅜	44,355⅝	50,946	95,301⅝	19,282	.....	.....	.....	.....	19,282	15,959	35,241
Total	551,832⅝	49,899⅛	38,930⅜	43,021⅝	24,766⅞	708,522⅛	757,896	1,466,418¼	490,308⅝	.....	.....	.....	.....	490,308⅝	451,174⅜	838,456⅛

Statement showing the quantity of tobacco cultivated in the Zollverein States, with its proceeds, in the year 1861.

	Acres of farm land.	Planted with tobacco.	Quantity of tobacco produced in dried leaves.			Price of a quintal of dried leaves.		
			Generally.	Highest and lowest proceeds per acre.		Highest.	Medium	Lowest.
	Prussian acre.		Cwt.			Rix thaler.		
Prussia	21,203,105	19,541	135,013	6.91	.....	14	10¼	4
Anhalt Dessau Kothen	64,930	502	1,945	8	2	6	5½	4
Anhalt Bernburg	25,798	5	24	9 6-10	4	5	4¾	4½
Allsteadt and Oldisleben	6,198	7	56	13½	5½	4¾	4½	4
Schwarzburg Rudolstadt	18,638	437	3,750	11	5	5½	5¼	3½
Province Meisenheim	6,500	4	27	7	6	.....	9	.....
Total	.....	20,496	140,815	6.87		.....	.....	.....
Bavaria	11,790,905	12,138	63,018	17.92	2.24	8 9-30	6 2-15	4 17-30
Saxony	367,412	48	437	50	3	10½	6½	1¾
Hanover	.....	1,228	9,012	14	2	10	7½	4
Wurtemburg	72,480	189	1,084	.....	.....	.....	.....	.....
Baden	493,483	18,722	117,987	20	2	10 2-7	6 2-7	2 2-7
Electoral Hesse, (exclusive of Schmal-Kalden)	70,603	529	6,663	11¾	9¼	6¼	5¾	5½
Grand Ducal Hesse	Not known	1,824	10,491	5 3-5	.....	.....	.....	.....
Thuringia	158,282	604	4,737	14	2¾	8	6	4
Brunswick	Not known	7	88	19½	0.66	6	4¾	4
Nassau	Not known	24-180	1	.....	.....	.....	8 1-7	.....
Frankfort-on-the-Main	.....	¼	2	8	.....	.....	.....	.....
Total	.....	35,289	213,520	6.05		.....	.....	.....
Prussia, &c	.....	20,496	140,815	6.87		.....	.....	.....
Total	.....	55,785	354,335	6.35		.....	.....	.....

JANUARY 7, 1864.

Your despatch, No. 111, of October 30, 1863, on the export of preserved fruits has come duly to hand.

In reply to my application to the chief officer of the custom-house department here, I received to-day a communication, a translation of which I beg to enclose, marked A.

From the same it appears that the regulations of the custom-house require such articles to be shipped either in glass bottles, or in cases hermetically closed, and packed up and labelled in such a manner that their contents are perceptible from the same.

A.

[Translation.]

FRANKFORT-ON-THE-MAIN, *January*, 1864.

SIR: The undersigned has the honor, most respectfully, to say, in reply to the kind communication of the 5th ultimo, as follows:

The regulation valid to the whole Zollverein, according to which packages subject to some definitive import treatment are to be opened for the purpose of examination, refers, of course, also to packages wherein preserved fruits are imported. When, however, such preserved fruits are contained in glass bottles, so that the contents are visible, or in cases hermetically closed, packed up and

labelled in such a manner that the contents cannot be mistaken, the opening of the inner enclosure is dispensed with. Therefore, I cannot but most respectfully advise your honor to cause that preserved fruits imported here from the United States are shipped in the manner mentioned.

I have the honor to be, with respect, your most obedient servant,

ROMMEL,

Chief of the Custom-house, Frankfort-on-the-Main, &c.

Hon. Wm. W. Murphy,

United States Consul General, Frankfort, &c., &c.

BADEN.

Annual report on commerce, industry, and agriculture of the Grand Duchy of Baden.

Frankfort-on-the-Main, *October* 31, 1863.

BADEN COINAGE AND CURRENCY.

On the basis of the money convention of 24th January, 1857, and of the agreement among the states of the South German standard of currency, were issued the coinage law of 14th April, 1858, and its ratification of April 17th, same year.

The chief coin of the country is, henceforth, the florin of sixty kreutzers. The larger silver coins, besides the single and double Vereins (Unions) thaler, are pieces of two florins, one florin, half and quarter florin. Of small silver coin, six and three kreutzer pieces; and of copper, kreutzers and half kreutzers; of gold coins, the crown and half crown.

The standard of value for the pound weight in coinage is the 52 florin standard, the coins to be placed on an equality with those of the same denomination of the former 24½ standard.

Legal payments in Baden are made with the Vereins thaler and double Vereins thaler of all states belonging to the money convention—pieces of two, one, half, and quarter florins, of all the states of the South German currency, whole thalers of the 14 thaler standard, and kronen-thalers at 2.42 florins.

The small coin of South German currency states is also legal payment, but only in sums not equal in amount to the value of the smallest of the large silver coins; where less than three kreutzers in amount, the small coin of the Grand Duchy of Baden is exclusively to be used.

All silver and copper coins which, according to the foregoing, are not legal means of payment, are only tolerated in the country. Their circulation may be forbidden or their value reduced at any time by enactment.

Gold is not a legal tender. It may be given in payment, provided the person agrees to receive it, or has bound himself to do so, but only at the value on which the passer and receiver may agree.

In payments in gold, when such are agreed on, all pieces not reduced in weight by violent or illegal damage, shall count as of full weight, provided they have not lost more than a 2½-thousandth part on the nominal weight of $\frac{1}{45}$ pounds for the crown, and $\frac{1}{90}$ of a pound for the half crown.

Of coins with Baden stamp there were struck—

	Florins.
From 1803 to 1837, to the value of	6,029,845
From 1837 to 1857, to the value of	15,097,373
From 1857 to 1860, to the value of	1,697,282
	22,824,500
Against which old coins of the Baden mint melted down	637,412
Remains	22,187,088

PAPER MONEY.

By the law of the 3d of March, 1849, an issue was ordered of two millions of paper money—a million of florins in double florin notes; 650,000 in ten florin notes, and 350,000 in notes of thirty-five florins; and by the law of April 20, 1854, the amount was increased to three millions, consisting of 500,000 florins in notes of two florins; 1,500,000 florins in notes of ten florins, and one million in fifty florin notes. The surplus of two florin notes and the whole of the twenty-five florin notes were to be called in.

In order to meet the demand for cash payment of paper money at any time, a liquidation fund of a million cash was established.

TRAFFIC.

1. *On the usual roads.*—The length of the government roads amounts to 435 leagues; the length of the principal by-roads amounts to 239 leagues. The traffic varies considerably on the different extents of road throughout the country. In some parts it amounts to a daily average traffic of 500 draught cattle.

2. *On railroads.*—There are at present in operation in the Grand Duchy of Baden the Grand Duchy government lines; the branch line from Basle to Schopfheim, belonging to a company; the line made by the city of Carlsruhe from Carlsruhe to the Rhine; the Main-Neckar line, made and worked by Baden, Hesse, and Frankfort together, from Manheim, including Heidelberg, to the frontiers of Hesse Darmstadt.

The government lines open in the Grand Duchy of Baden at the close of the year 1860 were in extent 48.29 miles. The total outlay for laying down the Grand Duchy government lines up to the end of the year 1862 amounted to 73,289,532 florins 3 kreutzers.

	Florins.	Kr.
The clear amount of debt on the last day of December, 1862, was	68, 270, 507	19
Receipts up to the same time were	29, 321, 955	14
Interest required on the debt to that time	26, 146, 831	40
Yielding a surplus of	3, 175, 123	74
Deducting cost of direction	197, 944	37
	2, 987, 178	57
Part of the post revenue added	2, 745, 097	55
Total amount to be applied to liquidation of debt	5, 732, 276	52

The surplus by dotation, forming a reserve for sinking fund, amounted, on the last day of December, 1862, to florins 4,130,401 49 kreutzers.

There were conveyed on the Grand Baden government railways:

	Persons.	Animals.	Quintals of luggage.
In 1852....	2,030,667	19,163	3,227,006
In 1853....	1,684,641	17,228	2,900,147
In 1854....	1,568,037	17,630	5,435,204
In 1855.. .	1,629,835	20,502	5,666,901
In 1856....	2,054,075	27,627	6,261,733
In 1857....	2,303,722	41,049	6,929,552
In 1858....	2,318,512	43,480	8,613,548
In 1859....	2,558,006	63,577	7,898,018
In 1860....	2,633,689	74,547	9,920,329

According to the latest information respecting the activity of the railways of the Grand Duchy of Baden from the 1st of January to the 31st of December, 1860, the goods traffic amounted, on the main line, the branch line, and the harbor line:

A. *Internal traffic.*

	Quintals, &c.
1. In the direction from Mannheim to Waldshut	3,458,128
2. In the direction from Waldshut to Mannheim	2,590,524
	5,748,652

B. *Traffic of Baden by foreign railways.*

I. Railways connected with the Rhine:

1. To Rhenish stations	5,152	
2. From Rhenish stations	82,961	
		88,113

II. Railways connected with Middle Germany:

1. To Middle German stations	245,328	
2. From Middle German stations	321,838	
		567,166

III. Railways connected with Western Germany:

1. To Western German stations	24,494	
2. From Western German stations	69,997	
		94,491

IV. Bavarian government line, (main Rhine:)

1. To Bavarian stations	897	
2. From Bavarian stations	1,484	
		2,381

V. Main-Neckar line:

1. To Main-Neckar stations	278,921	
2. From Main-Neckar stations	279,500	
		558,421

VI. Wurtemburg lines:

1. To Wurtemburg stations	1,218,283	
2. From Wurtemburg stations	453,955	
		1,664,238

VII. Swiss Northeastern, (for amalgamated Swiss lines:)			
1. To Swiss Northeastern stations.....	695, 997		
2. From Swiss Northeastern stations....	81, 526		
		777, 523	
			3, 752, 333
C. *Transit traffic.*			
I. Between the railways of Middle German connexion and the Wurtemburg lines:			
1. To Middle German, &c., stations.....	148, 917		
2. From Middle German, &c., stations....	221, 231		
		370, 145	
II. Between West German and Wurtemburg lines:			
1. To West German stations.....	12, 259		
2. From West German stations.....	36, 931		
		49, 190	
			419, 388
Grand total			9, 920, 323

3. TRAFFIC BY WATER.

The chief means of water transport in the Grand Duchy are by the Lake of Constance, by the Rhine, by the Neckar, and the Main; besides which there are some rivers and streams used for rafting.

The extent of the Rhine on the frontier of Baden is 59 leagues.

The shipping traffic (up and down) at the Rhine custom-house station of Mannheim was:

	Vessels.	Quintals of goods.	Floated timber.
In 1852.....	6, 963.....	3, 426, 405.....	664, 935
In 1853.....	6, 965.....	4, 302, 392.....	753, 720
In 1854.....	6, 291.....	3, 965, 165.....	1, 042, 729
In 1855.....	5, 248.....	4, 129, 723.....	3, 335, 509
In 1856.....	6, 441.....	5, 205, 896.....	3, 750, 258
In 1857.....	5, 800.....	4, 058, 437.....	3, 393, 384
In 1858.....	5, 481.....	4, 390, 867.....	2, 615, 152
In 1859.....	5, 469.....	4, 080, 145.....	2, 143, 388
In 1860.....	5, 518.....	4, 428, 730.....	2, 619, 109
In 1861.....	5, 525.....	4, 134, 029.....	4, 968, 235

	Imports.		Exports.		
	Up.	*Down.*	*Up.*	*Down.*	*Total quintals.*
At Kehl.....	41, 933	.....	.....	17, 859	59, 792
At Freistell.....	4, 700	.....	.....	.....	4, 700
At Knielingin....	38, 243	.....	.....	60, 753	98, 996
At Leopoldshafen.	205, 858	.....	.....	106, 818	312, 676
At Mannheim....	3, 641, 039	792, 469	308, 780	848, 286	5, 590, 574

The traffic of vessels on the Neckar at Mannheim in 1861 was, actual lading:

Up.....	4, 078 vessels.....	1, 879, 074 quintals.
Down ...	7, 814 vessels.....	3, 209, 332 quintals.
Total,	11, 892	5, 088, 406 quintals.

Rafted on the Neckar by Mannheim.

Timber for building: In trunks and stems, quintals 84,870 hard, 3,064,474 soft.

Wood for sawing: Soft, 112, 632 quintals.

Other wood: Hard, 1, 560 quintals.

4. TRAFFIC BY POST.

According to the statements drawn up by the directors of the posting establishments of the Grand Duchy, there were despatched by post in—

	1859.	1860.	1861.
Letters	8, 102, 216	8, 684, 444	9, 423, 508
Newspapers	5, 081, 780	6, 108, 727	6, 579, 802
Common parcels, money enclosed, and valuables:			
In number	1, 772, 142	1, 933, 116	2, 037, 910
Weight in pounds	6, 336, 914	6, 692, 479	7, 151, 078
Value declared in florins	167, 617, 850	167, 394, 454	204, 671, 541
Reimbursements:			
Number	112, 904	128, 283	140, 082
Amount in florins	576, 837	700, 505	746, 852
Cash remittances:			
Number	2, 522	3, 419	4, 463
Amount in florins	35, 002	43, 650	56, 780

	1859.	1860.	1861.
By passengers there were conveyed by diligence on account of the post	28, 574	14, 382	4, 698
By omnibus or chaises on account of the Entreprenew	242, 494	361, 468	381, 090
Total	271, 068	275, 850	386, 788

The number of miles traversed by the post on railways the usual road, and on the Lake of Constance, amounted in the year 1860 to 2, 298 miles a day, 745, 000 miles a year; 1861 to 2, 320 miles a day, 753, 000 miles a year.

For personal conveyance there were in the year—

	1860.	1861.
Conveyances by diligence	2	2
Conveyance by omnibus, making 102 courses	70	73
Conveyance by chaise	11	15

The post letters are directed as follows:

	1859.	1860.	1861.
Letters prepaid	4, 448, 187	4, 742, 654	5, 104, 375
Letters unpaid	1, 266, 874	1, 381, 209	1, 461, 892
Letters registered	80, 228	84, 443	90, 696
Letters with patterns	26, 022	30, 408	38, 642
Letters registered crossed	687, 026	756, 900	941, 044
Letters postage free	1, 593, 879	1, 689, 430	1, 786, 839
Total	8, 102, 216	8, 684, 444	9, 423, 508

5. Telegraph Traffic.

Telegrams despatched by the Baden telegraphs, large reduced to small approximately.

Years.	Service telegrams.	Internal.	International.	Transit.	Total.
1852	2,855	3,012	1,160	3,328	12,460
1853	4,116	4,568	4,512	19,687	37,605
1854	7,440	6,834	5,481	15,833	41,346
1855	9,138	6,357	5,291	25,128	51,067
1856	8,260	10,186	8,311	32,049	67,304
1857	9,532	13,535	8,970	27,615	72,333
1858	10,840	18,743	24,498	23,182	77,361
1859	11,975	24,588	32,506	41,245	112,671
1860	14,925	27,710	40,076	41,925	125,419
1861	13,500	33,800	55,800	50,800	153,900
1862	17,400	42,900	67,400	66,500	194,200

CONSUMPTION.

The scanty materials for information respecting the consumption of various articles in the Grand Duchy are obtained from the administration of taxes.

1. *Wine.*

The average of excise collected in the Grand Duchy in the years 1851, 1857, was—

30, 559, 389 maas wines in casks.
17, 690 maas wines in bottles.
926, 760 maas cider.

Of 21,531,975 maas of wine in casks which paid excise in the year 1856, there were, on an average, 16 maas to each person of the population. In this are comprehended 4,190,551 maas which paid excise in 14 towns, with a gross population of 148,567 of souls, making an average of 28 maas for each person.

2. *Beer.*

The quantity of beer taxed in the years 1854, 1858, averages 27,631,846 maas, being about 20 maas per head.

3. *Meat.*

	Oxen.	Bullocks and cows.	Calves.
Paid excise in 1858	14,369	82,032	133,784
Paid excise in 1859	14,491	72,879	120,170
Paid excise in 1860	15,634	60,752	109,990

According to a calculation contained in the official statistic reports of the state finances, which may be still looked on as approximately correct, the average yearly consumption of meat per head in the population of Baden may be assumed as something over 50 pounds, of which not quite 1 pound of mutton

and lamb, and a little over 29 pounds of pork; therefore nearly 30 pounds of meat paying no tax, and 20 pounds of those kinds which pay tax, viz: 6.8 pounds ox beef, 5.8 pounds neat, 5.2 pounds bullock and cow, 3.1 pounds of veal.

By a law of 30th of June, 1862, veal is also to pay excise after 1st of December of that year.

5. *Salt.*

There were sold of cooking-salt for home use in—

1852	275, 515	quintals.
1853	269, 754	"
1854	279, 599	"
1855	295, 023	"
1856	301, 965	"
1857	310, 447	"
1858	307, 885	"
1859	319, 502	"
1860	325, 457	"

The sale may be calculated on an average per head—

In the years 1852–1854 at	20.47	pounds.
In the years 1855–1856 at	22.12	"
In the years 1858–1859 at	23.41	"

TAXATION.

The receipts in the year 1862 were as follows:

		Florins.
1. Ground tax, house tax, and trade tax, including woods and forests, and pouts and chausees		3, 260, 892
2. Tax on capital		209, 890
3. Class-income tax		153, 161
4. Excise and duty on wine		2, 224, 883
5. Share of receipts on customs, and on beet-root tax		2, 027. 561
6. Salt tax at 1.8 kr. per pound on	317, 615 quintals.	
Cooking salt, &c, at 1 kr. per pound on	19, 747 quintals.	
Beef salt		989, 048
In all		8, 865, 435

According to this the payments to the state amount per head on the population to 6.47 florins.

The payments to the parishes were in the year—

	1854.	1860.
	Florins.	*Florins.*
Contributions of the citizens	149, 461	180, 408
General environs	1, 666, 600	1, 572, 988
Contributions of manufacturers, clergymen and school teachers	33, 656	not specified.
Taxes on consumption	134, 019	163, 798
Total	1, 953, 736	1, 917, 194

Or, per head on the population, 1.47 florins.

The amount of parish receipts from taxes and other revenues yielded in the period from 1855 to 1861 a surplus over the expenditure, by which the net parish revenues might be considerably increased.

The whole number of parishes in the country had—

	Revenue.	Debts.	Net revenue.
	Florins.	*Florins.*	*Florins.*
On 1st January, 1855	108,798,261	12,595,107	96,203,154
On 1st January, 1861	114,203,824	7,922,038	106,281,786
Increase	5,405,563 4.73 per cent.	.....	10,078,632 9.48 per cent.
Decrease	.....	4,873,069 37.10 per cent.	

It remains now to give a short review of the commerce and industry of Baden during the last twelve months, including some statements concerning the Pfalz, or Rhenish Bavaria, which also, at one time, belonged to my consular district, and very closely resembles its neighbor, the Grand Duchy of Baden, in all respects except its political position, which does not enjoy the advantage of such liberal principles of administration.

The chief exports this year to the United States were—

Wine, average price, 400 florins for 1,000 litres in Rhenish Bavaria; 250 florins for 1,000 litres in Baden.

Cherry brandy, (kirschrwasser,) 80 florins for 150 litres, only produced in Baden.

Plum brandy, (zrvetschenwasser,) 60 florins for 150 litres.

Leather, 3 florins per kilogramme.

Besides these there were exported many technical drugs, medicines of all kinds, aniline and ultramarine colors, woollen trowser and waistcoat stuffs, straw-work, and Black Forest clocks, jewelry, looking-glasses and glass; the price of such articles cannot be especially specified.

The principal imports from the United States were—

Petroleum, average price, 19 florins per 100 lbs. zollgewicht, or 50 kilogrammes.				
Hogs' lard and hams	do.	30	do.	do.
Clover-seed	do.	21	do.	do.

Zollverein duties included.

Other important articles of importation are cotton, extract of logwood, and tobacco, of which, however, no regular prices can be stated at present on account of the irregularity of their importation. Of petroleum I have to observe that there is a steady and large increase in its consumption. Duryea's maizena, an article which has only been very recently imported, at my special instigation, is, I think, likely to obtain a permanent celebrity in Europe. It is the finest flour from Indian corn, and is manufactured, at least the samples as yet brought over, by the "Glen Cove Company," at New York.

Most of the goods which are exported to America from Baden and Rhenish Bavaria are despatched from Mannheim or Ludwigshafen by the Rhine to Rotterdam, for which distance, on an average, 20 kreutzers, or 13½ cents per quintal, must be paid for freight and expenses.

From Rotterdam to New York, 80 cents per 150 litres for wine in single casks; $1 per 150 litres in larger casks; nine cents English cubic foot for measured goods; $2 to $4 per 1,000 kilogrammes for heavy goods (by weight;) all with 10 per cent. *avanie*, and payable in gold.

A smaller part of the goods is, besides, sent by Havre, Bremen, and Hamburg; being chiefly those which, for greater despatch, go by steamboat.

The freight by steamer from Havre, Bremen, and Hamburg, to New York,

amounts to £2 10*s.* sterling for woollen and common goods; £3 10*s.* sterling for other goods, with 15 per cent. primage for every 40 cubic feet.

In good average years Baden and Rhenish Bavaria produce more corn than their own necessity requires, and in consequence there is almost regularly an exportation to other countries. This is specially the case with barley for brewing, and potatoes, which are shipped not only to the manufacturing districts of the Lower Rhine, but also to Holland and England.

The corn harvest of 1863 was, on an average, a good one in Rhenish Bavaria as well as in Baden, and the potato crop exceedingly abundant; producing the following very low average prices: wheat, 10½ florins per 100 kilogrammes; rye, 9 florins per 100 kilogrammes; barley, 8 florins per 100 kilogrammes; potatoes, 1½ florin per 100 kilogrammes.

The following particulars respecting the vintage I have obtained from reliable sources.

The recent warm sunny weather was very favorable for the ripening of the grapes, and the latest accounts, especially from those parts where they have been better able to postpone the vintage, are decidedly better than they were some weeks ago. In Rhenish Bavaria, where the vintage had to be hastened on account of the decay in the grapes, the produce generally is estimated at a half crop; the traminer, which was much injured in blossom by frost, yields only a quarter crop. On the other hand, the quality of this year's crop exceeds expectation. Rhine Bavaria will supply a good middle-class wine, which is just what is wanted. The prices of such sales as have already taken place in the most celebrated wine districts were nearly as follows, per tuder: At Gunmeldengen, 135 to 145 florins; at Newstadt, 130 to 150 florins; at Mussbach, 115 to 130 florins; at Konigsbach, 145 to 150 florins for white wine, and 200 florins for traminer; at Deidensheim and Fust, 160 to 180 florins; at Ruppetsberg, 130 florins for white wines, and 210 to 300 florins for traminer; at Wachenheim and Durkheim, 150 florins. Red Konigsbacher fetched from 330 to 360 florins the tuder. The older wines are rising in price, and white wine of 1862 is not to be obtained under 240 florins. In the wine districts of Wurtemburg they reckon, on an average, a three-quarter crop. The fine weather during the last few weeks also improved the must here exceedingly in quality, being in good situations—from 70 to 95 degrees; and this year's wine is esteemed fully equal to the last year's. The wine crop in Baden varies much, as already stated. On the Lake of Constance, in the Margravate, and at Kaiserstuhl, the growth is equal to those of the best years, and in many places can scarcely be got off hands, while in the northern parts of Baden hardly a third of a crop has been obtained; but the quality here, also, is as good as last year, or nearly so. The prices are as high as at the last autumn sales, and a further rise is even spoken of. In Mullheim sales were done at 16 to 17 florins the ohm (awm,) (at 65 to 70 degrees oechsle;) in the Middle Rhine, 15 to 19 florins were paid for wines from the low situations (65 to 80 degrees,) and 22 to 30 florins for hill wines (80 to 95 degrees) at Durbach the price of must was 21 to 27 florins. Red must (82 to 93 degrees;) at Weenheim sold for 5 to 9 florins per eimer; for the white, gathered just now, it is expected that 4 florins will be obtained, but in inferior situations it will probably be cheaper. In the Lower Rheingau the vintage is just now going on; the early grapes are, for the most part, decaying, but the Riesslings are sound, and the gathering of them may safely be deferred for a short time. In quantity a half crop is reckoned, but in quality a good vintage. In the wine hills at Hochheim they estimated the crop at about two-thirds. At Gundershein, in Rhenish Hesse, from 2 to 2½ florins per quarter were paid for red must (90 to 94 degrees;) the supply of must was not equal to the demand. From 24 to 33 florins were given in Nierstein for must from situations of medium height, and such as, with a moderate vintage, yield a very good table wine, and *there* was a great demand for it.

ıe wines most in request for exportation to the United States are the infe-
ınd so-called middle class wines, which, as it is also done in France, require
ldition of from 1 to 2 per cent. of spirits to enable them to bear the sea-
ıge, which does not suit them on account of their lightness of quality.
he clover crop this year is also, as regards quantity, an exceedingly rich
; on which account shipments from the United States, especially in the pres-
fluctuating state of the money market, are very scarce.
Ɪf tobacco, especially that of the Pfalz, I may state that the stock of former
ɪs is entirely cleared off, and there is only a supply of goods of 1862 on hand;
a particularly large one, indeed, but sufficient to last until the manufacture of
53 can be disposed of. The prices of tobacco of 1862 are:
28 to 30 florins for Deckblatt; 26 to 27 florins for Aufarbeiten; 23 to 25 florins
Umblatt; 21 to 22 florins for Einlage; 21 florins for Schwergut.
The crop of 1863 has proved a good one as to the quantity, the yield being
ice as great as in an ordinary middling year. The whole produce is estimated
400,000 quintals.
The quantity planted this year was very large, the growers being induced to
so by the high prices of the preceding year. With regard to quality, there
e heavy, less heavy, and light tobaccos, so that there are goods suited to each
anch of manufacture. Part of the crop of 1863 has more or less suffered in
e field from hail.
The purchase of the new tobacco began some weeks ago, affording the grower
ɔm 9 to 12½ florins for damaged goods, and 11 to 20 florins for undamaged.
he sale is very brisk.
The most important manufactories in Baden and the Pfalz are, viz:

	In Baden.	In the Pfalz.
ıbacco and cigar manufactories	270	37
ıiccory and sugar	7	5
he sugar manufactory at Waghausel is one of the largest in the Zollverein.)		
oking-glass and window-glass	2	3
tton spinning factories	19	1
t mills on the American system	17	11
emical manufactories of all kinds	5	2
nufactories of aniline	1	1
nufactories of ultramarine	1	1
chinery manufactories	9	3
l-feather manufactories	2	..
t spinning and weaving factories	5	..
ton printing establishments	4	1
ımpagne manufactories	2	3
ıufactories of wire tacks	1	..
" of jewelry	62	..
" of tapestry	6	1
" of china ware	1	..
" of Delf	3	1
" of starch and potato meal	..	..
e largest is in Muhlburg, near Carlsruhe.)		
ıufactories of artificial wool	1	..
" of metallic cloth	1	..
" of clocks	48	..
" of matches	2	1
" of waistcoat stuffs	1	..
s factory, which belongs to Zurcher Brothers, in Lahr, to be removed to New York.)		

	In Baden.	In Pfalz.
Paper manufactories	7	5
Manufactories of fire-engines	2	1
" of India-rubber	1	..
" of hard gummi	1	..
" of madder and garancine	..	1

All departments of industry are suffering from the present political state of affairs, especially that of exporting to the United States; and with others, a vast number of sugar manufactories, which have for the most part wholly stopped working.

With regard to investments in American securities, it may safely be said that rather larger amounts are disposed of in that direction in Rhenish Bavaria and in Baden—especially in Mannheim, where large sums are invested in United States bonds. American enterprises are the "India-rubber manufactory," and the "American manufactory of hard gummi goods," lately established in Mannheim; the latter is to begin to work on the 1st of December next.

I may here be permitted to observe, that Mr. Louis Stroll, of the firm of Rabus & Stroll, United States consular agent at Mannheim, whose extensive emigration business is well known throughout all Germany, has, within the last eleven years, forwarded to the United States many thousands of persons from the working classes of the best description, and the most likely to be useful also to our own country. Mr. Stroll is one of the few who carry on this business really to the interest of the United States, and not with the selfish views of most of the European agents for emigration.

CARLSRUHE—B. O. DUNCAN, *Consul.*

OCTOBER, 1863.

I have the honor to submit herewith a report on the commerce, manufactures, agriculture, &c., of the consulate of Baden and Rhine Bavaria, for the year ended September 30, 1863.

From the two facts, that I have not been long in my position, and that official statistical information is not published until the end of the year, I shall make only a short report.

The principal articles of export from Baden and Rhine Bavaria are wines, tobacco, clover-seed, cherry-water, plum-brandy, leather, various drugs and medicines, aniline and ultramarine colors, woollen goods, "Black Forest" clocks, &c.

The average price of wines in Rhine Bavaria is 400 florins per 1,000 litres; in Baden, 250 florins per 1,000 litres.

Cherry-water is produced only in Baden, and at an average price of 80 florins per 150 litres. Plum-brandy is worth 60 florins per 150 litres; leather 3 florins per kilogramme. The wine product in Rhine Bavaria has fallen short this season both in quality and quantity, owing to unfavorable weather in the blooming season, and again when the grapes were ripening. It is probably the poorest yield since 1857. This unfavorable result will not, however, injure the trade with the United States, as the cheaper and middle qualities, mixed with one or two per cent. of spirits, are the kinds, for the most part, exported to America.

In Baden the wine product has been a very good average, both in quality and quantity.

The tobacco crop has been extraordinarily large this season, almost double a good average crop, although in some neighborhoods it was very considerably

injured by hail. Owing to the great want of Virginia tobacco, the prices had risen very high, and induced tobacco producers to plant an unusual quantity. The entire crop is estimated at 400,000 centners. The sale of the new crop has already commenced, the uninjured selling at from 11 to 20 florins per centner, the injured at from 9 to 10½ florins per centner.

The supply of old tobacco still on hand is very small, there being scarcely any older than 1862. That is now selling at the following prices: 28 to 30 florins for Deckblatt, 26 to 27 florins for Aufarbeiten, 23 to 25 florins for Umblatt, 21 to 22 florins for Einlage, and 21 florins for Schwergut.

The crop of clover-seed has been very good, and the prices are very low, so that it is not likely that it will be profitable to import any considerable quantity from America, especially while exchange remains so unsettled.

The principal imports from the United States are—

Petroleum, at an average of	19	florins per centner.
Lard at an average price of	30	" "
Clover-seed at an average price of	21	" "
Hams at an average price of	30	" "

This includes also the Zollverein's tariff. Cotton and tobacco were formerly imported in considerable quantities, but business in these articles is now disturbed by our war. Petroleum has already become a very important article of import, and is continually becoming more so.

Wares exported from Baden and Rhine Bavaria to the United States are, for the most part, sent down the Rhine from Mannheim and Ludwigshafen to Rotterdam, from whence they are reshipped to America. The price of freight on the Rhine is, on an average, 20 kreutzers per centner.

From Rotterdam to New York—

80 cents per 150 litres for wine in casks.
$1 per 150 litres for wine in bottles.
9 cents per English cubic foot.
$2 to $4 per 1,000 kilogrammes for heavy ware.

Some goods are also sent via Havre, Bremen, and Hamburg, per steamer, when it is desirable that they should not be long on the way. The freight from one of these ports to New York is, sterling, £2 10*s.* for cotton and ordinary goods, £3 10*s.* for other goods, with 15 per cent. primage per 40 cubic feet.

During the first nine months of the present year the amount of transportation on the Rhine was—

To Mannheim	3,764,728 centners.
From Mannheim	1,005,186 "

Baden and Rhine Bavaria produce generally more grain and other breadstuffs than is necessary for home consumption, so that a considerable amount is left for export. Barley, such as used for brewing beer, and potatoes, are sent in great quantities to the manufacturing districts on the Lower Rhine, and also to Holland and England.

The grain crop in both Baden and Rhine Bavaria for 1863 is a very good average, and the potato crop an extraordinarily good one. The average prices are—

For wheat	10½ florins,	per 100 kilogrammes
rye	9 "	
barley	8 "	
potatoes	1½ "	

Very little American capital is invested in my consular district except in two India-rubber manufacturing establishments at Mannheim. One has been in operation some time, doing a very good business; the other is to commence

soon. The two have a capital of about $200,000 invested. Especially in Mannheim a considerable amount has been invested in United States bonds.

There are several important cotton manufactories in my consular district, so that the effects of the American war have been pretty keenly felt. But, not being specially a manufacturing district, it has not suffered in comparison with some portions of England, France, Prussia, and Saxony.

During the last summer two important railroad lines were opened in Baden—one from Carlsruhe, via Pforzheim, to Stuttgart—thus shortening considerably the line between Paris, Munich, and Vienna; the other from Waldshut, above Basle, up the right bank of the Rhine, via Schuffhausen, in Switzerland, to the famous old city of Constance. The Heidleberg-Mosbach or Neckar railroad is now being extended to Wertheim and Wurtsburg, on the Main. When this railroad is completed, Baden will have done about all necessary in this respect, except to build short branch roads up the numerous little valleys of the Black Forest. The country roads are also generally in a very good condition.

The commercial treaty between France and Prussia (a full account of which has been given from other quarters) is still hanging on the balance undecided. The most of the south German states are opposed to it, as it now stands, on political and religious grounds, because it excludes Austria. But Baden and Rhine Bavaria are in favor of adopting it, especially if they have to choose between it and the dissolution of the Zollverein. This latter Prussia threatens, rather than give up the treaty.

SAXE MEININGEN HILDBURGHAUSEN.

SONNEBERG—LOUIS LINDNER, *Consul.*

FEBRUARY 16, 1863

Referring respectfully to my last despatch of the 6th February, I have the honor of acknowledging the receipt of the circular No. 30, dated 24th December, 1862.

In due reply to its contents, I beg leave to state that the district of this consulate forms a part of the German Zollverein, headed by the kingdom of Prussia, and that it is lying just in the middle of the territory of the Zollverein. The imports from foreign countries to the district of this consulate are important, and equally the exports from there, because the population is, in consequence of the nature of the country, for by far the greatest part, engaged for and in the industry of the district, which consists in the manufacture of cotton, woollen, iron, wooden, porcelain, china, glass, stone, and many other goods.

The necessities for life must, as there is not, and cannot be, a sufficient agriculture for the population in the district, be imported from other German and from foreign countries, and the exports are the means of payments.

The district of this consulate being, as stated, situated in the middle of the German Zollverein, all the imports, as well as the exports, to and from the district of the consulate, pass through the custom-houses at the frontier stations and ports of the Zollverein; and I am, therefore, to my regret, not conveniently enabled to give in this matter such an exact information for the honorable Secretary of the Treasury as, according to the circular, it is necessary to do, and as, undoubtedly, the consuls at such custom-house ports will give. I can only state that the greatest care is employed in general from the part of the officers of the custom-houses to encounter defraudations, and that defraudations of importance do not occur oftentimes.

HANSEATIC AND FREE CITIES.

TREATY WITH TURKEY.

[Translation.]

The senate of the free Hanse city of Lubec, the senate of the free Hanse city of Bremen, and the senate of the free Hanse city of Hamburg, each of said states for itself separately, of the one part, and his Imperial Majesty the Sultan, of the other part, animated by the desire to regulate anew and to consolidate by a special additional act the bonds of friendship and the relations of commerce and navigation between the Hanseatic republic and the Sublime Porte, have appointed as their plenipotentiaries, to wit:

The senates of the Hanseatic cities, Mr. Geffeken, doctor at law, their minister resident near his Majesty the King of Prussia, Knight of the Order of the Royal Crown of Prussia, of the class having the decoration, officer of the Imperial Brazilian Order of the Rose; his Imperial Majesty the Sultan, Jean Aristarchi Bey, esquire, functionary of the empire of the first class, his envoy extraordinary and minister plenipotentiary near his Majesty the King of Prussia, decorated with the Imperial Orders of Medjidic, of the second class, and of Nichan Iftiliar, Knight of the Red Eagle of Prussia, of the first class, commander of St. Olaf, of Norway, and of the Lion and of the Sun of Persia, in brilliants, who, after having reciprocally communicated their full powers, found in good and due form, came to accord in the following articles:

ARTICLE I.

All the points of antecedent commercial stipulations between the Hanseatic cities and the Sublime Porte, and especially all the stipulations of the treaty of amity, commerce, and navigation of the 18th May, 1839, as well as the supplementary convention of the 7th September, 1841, so far as they are not found in contradiction with this present convention, are upheld and confirmed forever.

The subjects and citizens, the productions of the earth and of industry, as well as the vessels of the Hanseatic republics, shall have of right in the Ottoman empire the exercise and enjoyment of all the advantages, privileges, and immunities which are, or hereafter shall be, granted to the subjects, productions of the earth or of industry, and to the vessels of any other the most favored nation.

ARTICLE II.

The subjects and citizens of the Hanseatic republics, or their dependencies, shall have right to purchase, in all parts of the Ottoman empire, whether they seek to engage in the inland trade or intend to export all articles, without exception, the products of the soil or industry of the country.

All monopolies which heretofore, in the Ottoman empire, fell on the products of agriculture, or any other products, are forever abolished; in the same way the Sublime Porte renounces the usage of teskeras, asked from the local authorities for the purchases of merchandise, or for conveying such from one place to another when they were bought. Every attempt which shall be made by any authority whatever to compel the subjects or citizens of the Hanseatic republics to furnish themselves with like permits or teskeras shall be considered an infraction of the treaties, and the Sublime Porte will promptly punish with severity any functionaries who can be reproached with such infraction, and will indemnify the subjects or citizens of the Hanseatic republics for the losses and vexations which they shall prove they had to suffer.

ARTICLE III.

The merchants, subjects, or citizens of the Hanseatic republics, or their dependencies, who shall purchase any article, product of the soil or industry of Turkey, for the purpose of resale for consumption in the Ottoman empire, shall pay, at the time of purchase or sale, the same duties which are paid in like circumstances by the most favored class of Ottoman subjects or strangers who engage in inland trade.

ARTICLE IV.

Every article, product of the soil or industry of Turkey, purchased for export shall be conveyed, free of all charge and duty, to a place suitable for shipment by the merchants, subjects, and citizens of the Hanseatic republics and dependencies. On arriving there it shall pay a simple duty of eight per cent. on its value, which shall be reduced one per cent. every year until it be reduced to a fixed and definitive tax of one per cent., intended to cover the general expense of administration and supervision. Every article bought at the place of shipment for export, and which shall already have paid export duty, shall not in any case be subject to an ulterior export duty, even if it has changed hands.

ARTICLE V.

Every article the product of the soil or industry of the Hanseatic republics or of the states of the Germanic confederation, and all merchandises, of whatever kind they may be, imported, by land or by sea, by the subjects or citizens of the Hanseatic republics, shall be admitted in every port of the Ottoman empire, without exception, under a single and fixed duty only of eight per cent., calculated on the value in market, and payable at the time of landing if they arrive by sea, and at the first custom-house if they come by land. If such merchandise, after payment of the duty of eight per cent., be sold either at the place of import or in the interior of the country, no further duty shall be exacted either from seller or buyer. If, not being sold for consumption in Turkey, such merchandise be re-exported within six months, it shall be considered as merchandise in transit, and treated as in Article VIII. The administration of the customs shall in such case be held to return immediately to the merchant, who shall furnish proof of payment of the duty of eight per cent., the difference between that import duty and that of transit specified in Article No. VIII.

ARTICLE VI.

Those articles of foreign importation destined for the united principalities of Moldavia and Wallachia, and the principality of Servia, and traversing other portions of the Ottoman empire, shall only pay customs duties on reaching the principalities; and, reciprocally, imported foreign merchandise traversing those principalities to reach other portions of the Ottoman empire shall only pay customs duties at the first custom-house administered directly by the Sublime Porte. In the same way the products of the soil or industry of those principalities, as well as those of the residue of the Ottoman empire, destined for exportation, shall pay customs dues—the first to the custom-house authorities of these principalities, and the latter to the Ottoman treasury—in such manner that duties of imports and exports cannot in any event be twice collected.

ARTICLE VII.

No duty whatever shall be levied on merchandise, product of the soil or of the industry of the Hanseatic republics, nor on merchandise belonging to their

subjects and citizens, and produced by the soil or industry of any other foreign country. When these two sorts of merchandise shall pass through the straits of the Dardanelles, the Bosphorus, or the Black sea, whether these merchandises pass the straits on the vessel which brought them, or been transferred to other vessels, or that, sold for exportation, they may for a limited time have lain in deposit on shore, in order to be put on board other vessels to continue on their passage. In the latter case the merchandise must be deposited at Constantinople, in the customs transit warehouse and elsewhere. Where there is no public warehouse or deposit, be placed under the supervision of the custom-house authorities.

Article VIII.

The Sublime Porte desirous to grant facilities of transit overland by means of gradual concession, it is agreed that the duty of three per cent. levied up to this time on merchandise brought into Turkey for the purpose of being despatched to other countries shall be reduced from this date to two per cent., and at the close of eight years, to be reckoned from the day of ratification of the present treaty, shall be changed to a fixed and definite tax of one per cent. The Sublime Porte at the same time declares that it reserves the right to establish by special regulation the precautions to be taken to prevent fraud.

Article IX.

The subjects and citizens of the Hanseatic republics engaging in commerce in articles, products of the soil or industry of foreign countries, will pay the like taxes and enjoy the like rights, privileges, and immunities as foreign subjects trading in merchandise coming from their own country.

Article X.

As an exception to the stipulations of Article V, it is agreed that tobacco, in all its forms, and salt, shall be included in the list of merchandise which the subjects and citizens of the Hanseatic republics have the privilege of importing to Turkey. In consequence, the subjects and citizens of the Hanseatic republics, or their dependencies, who shall buy or sell tobacco or salt for consumption in Turkey, shall be subject to the same regulations, and shall pay the same duties, as the most favored Ottoman subjects among those who shall engage in trade in these two articles. In compensation for this restriction no tax shall be collected in future on these articles when they shall be exported to Turkey by the subjects or citizens of the Hanseatic republics; but the quantities of tobacco and salt which shall be exported by the subjects and citizens of the Hanseatic republics, or their dependencies, shall be declared to the custom-house administration, which shall keep, as in the past, the right of supervision over the exports of these products without claim for any return, either for registration or on any other pretence.

Article XI.

Besides, henceforth there shall not be imported to Turkey by the subjects or citizens of the Hanseatic republics cannon, or any other fire-arms, nor powder, nor munitions of war whatever. The trade in these articles shall remain under the immediate and special supervision of the Ottoman government, which retains the right to regulate it. In the preceding restriction pistols, fowling-pieces and for the chase, and other fire-arms falling within the category of arms of luxury, are not included.

Article XII.

The firmans required of merchant vessels of the Hanseatic republics on their passing through the Dardanelles and the Bosphorus shall always be delivered to them in the manner which will occasion the least delay possible.

Article XIII.

The captains of merchant vessels of the Hanseatic republics having on board merchandise destined for the Ottoman empire shall be bound to deposit at the custom-house, immediately after their arrival at the port of destination, an authenticated copy of their manifest.

Article XIV.

Merchandise introduced by smuggling shall be liable to confiscation to the benefit of the Ottoman treasury, provided the fraud be duly and legally proved, and a proces-verbal of the fact of smuggling be drawn up and communicated without delay to the consular agent of the foreign subject to whom the confiscated merchandise may belong.

Article XV.

It is understood that the government of the Hanseatic republics do not mean, through any of the articles of this treaty, to stipulate for anything beyond the natural and precise sense of the terms employed, nor in any manner to embarrass the government of his Imperial Majesty the Sultan in the exercise of its right of internal administration, so far, at all events, as those rights do not manifestly interfere with the stipulations of ancient treaties, and the privileges granted by this convention to the subjects and citizens of the Hanseatic republics or their property.

Article XVI.

It is agreed that all the privileges, advantages, and immunities granted by the Ottoman government to the most favored nation shall be equally extended to the Hanseatic republics. The present treaty, which, so soon as ratified, shall take the place of the treaty of amity, commerce, and navigation of the 18th May, 1839, and of the supplementary convention of the 7th September, 1841, shall remain in force twenty-eight years. Each of the contracting states reserves the right to propose, at the end of the fourteenth and twenty-first years, those modifications which experience shall have suggested. The stipulations entered into by the present convention shall be carried into effect in every part of the Ottoman empire; that is to say, in the possessions of his Imperial Majesty the Sultan situated in Europe and in Asia, in Egypt, and in the other parts of Africa belonging to the Sublime Porte, in Servia, and in the united principalities of Moldavia and Wallachia. The high contracting parties have agreed to appoint, conjointly, commissioners to establish the tariff of customs duties, to be collected, in conformity with the stipulations of the present treaty, as well on merchandise, the products of the soil and of the industry of the Hanseatic republics and the Germanic confederation, and imported by the subjects and citizens of those states into the Ottoman empire, as on the products of the soil and of the industry of Turkey bought for export by the subjects and citizens of the Hanseatic republics and their dependencies. The new tariff established in this way shall remain in force for seven years from the date of the exchange of ratifications. Each of the high contracting parties shall have the right, one year before the expiration of this term, to ask for a revision of the tariff; but if at such time neither the

one nor the other avail of this power, the tariff shall continue to have the force of law for seven other years, dating from the expiration of the preceding seven years, and the same shall be the case at the end of each successive period of seven years.

ARTICLE XVIII.

The present treaty shall be ratified, and the ratifications shall be exchanged at Berlin, within the term of two months, or sooner if it can be done.

Done at Berlin, the 27th December, 1862.

ARISTARCHI. [SEAL.]
GEFFEKEN. [SEAL.]

Ratifications exchanged 12th of February, 1863. Publication made 17th of April, 1863.

BREMEN—HENRY BOERNSTEN, *Consul.*

JANUARY 20, 1863.

I have the honor to submit to you a full and complete statement of the commerce and navigation of Bremen in the year 1862.

The world's commerce has passed through a year of great difficulties. In consequence of the war in our country, commerce, as well as navigation, has suffered great losses, and on the other side they have earned unexpectedly great gains and profits; but, notwithstanding, the general feeling is one of uneasiness, uncertainty in speculation, and the general desire expressed on all sides is that of a speedy termination of the American war, and the re-establishment of regular commercial transactions. The commercial branch which has suffered the most was, naturally, the trade in cotton. Up to this date the cotton industry, strengthened by the accumulated great gains of former years, has manfully resisted the pressure of the unfavorable circumstances, but the sacrifices already made, and those unavoidably in the next future to be supported, show clearly that a longer continuation of the cotton famine will arise, for whole Europe, to the proportions of a national calamity, and will have a great and pernicious effect upon all other commercial, industrial, and economical relations. Bremen, too, has suffered under this calamity, and the general import of the year 1862 shows a considerable diminution against the import of 1861; but, in general, the transactions of 1862 have given a satisfactory result, and proved again the solidity of the Bremen commerce. The principal import of Bremen consists in tobacco and cotton, brought mostly in our own ships from the United States. In 1860 the import of cotton was 129,148 bales; in 1861, 95,562 bales of cotton and 57,713 hogsheads of tobacco. In 1862 the import of American cotton was reduced nearly to nothing, and the import of American tobacco consisted only of 25,216 hogsheads. The closing of a number of ports in the United States compelled the Bremen merchants to look to other ports, and East India has been principally taken into consideration. The advantages of a neutral flag, and the circumstance that a large number of American merchant vessels have been captured or destroyed, or employed for the war service, showed themselves very favorable to the Bremen navigation. Under these circumstances, the Bremen commercial fleet has been augmented with twenty-four ships of 16,408 tons, together. Besides, there are sailing from the Weser river, under the Hanoverian flag, forty-four ships of 11,624 tons, and, under the Oldenburg flag, 186 ships, of 50,930 tons. The Bremen commerce has, therefore, at its disposal 507 sea-going ships, of 244,698 tons, altogether, not to count the lighters, tow-boats, river steamers, &c. The steamship company of the North German Lloyd has now, in regular trips between New York and Bremen, four of the largest

and most safe ocean steamers, and, in regular trips to London and Hull, six smaller steamers. The trips of all those boats were made in 1862, with the greatest regularity, and without the least accident. The railroad between Bremerhaven and Bremen is in full operation, and passengers, as well as goods, are quickly and cheaply expedited from Bremerhaven to Bremen by railroad when the river is closed by ice. The emigration to the United States was not very considerable last year. The total amount of emigrants sailed from Bremen to the United States was 15,019 persons, in eighty-four ships. The number of maritime insurance companies here has increased to twenty-two, all substantial and solid. Nearly all the companies had to suffer great losses in 1862, so that the capital invested will hardly bring four per cent. interest. Money was easy during 1862, and only for a short time the discount rate of the Bremen bank has been raised to five per cent.; the average rate of discount was 3⅓ per cent.; and, notwithstanding, the institution will yield large dividends to the stockholders.

I annex herewith a general review of the Bremen navigation, a list of ships arrived and sailed to and from the port, and a general review of the commerce of Bremen, imports and exports.

Statement showing the number of vessels of all nations arrived at and departed from the port of Bremen during the year 1862.

Nation.	Arrivals.			Nation.	Departures.		
	No. of vessels.	Last = 4,000 lbs., or 2 tons.	No. of crews.		No. of vessels.	Last = 4,000 lbs., or 2 tons.	No. of crews.
Bremen	405	148,255	7,827	Bremen	443	154,640	8,253
Denmark	247	6,939	700	Denmark	246	6,394	684
France	4	825	69	France	3	540	54
Great Britain	73	12,635	680	Great Britain	67	11,631	605
Hamburg	63	4,897	331	Hamburg	69	6,063	373
Hanover	1,157	32,996	3,201	Hanover	1,338	36,913	3,571
Hawai	4	914	56	Hawai	3	733	47
Holland	292	11,631	939	Holland	355	13,473	1,107
Italy	3	740	45	Italy	2	740	45
Mecklenburg	2	401	22	Mecklenburg	2	401	22
North America	24	13,237	420	North America	17	11,027	332
Norway	13	880	66	Norway	21	3,749	186
Austria	1	268	12	Austria	1	268	12
Oldenburg	401	24,700	1,835	Oldenburg	496	29,453	2,105
Portugal	2	222	15	Portugal	2	222	19
Prussia	37	1,924	142	Prussia	30	2,488	150
Russia	7	1,542	91	Russia	8	1,668	97
Sweden	13	2,037	116	Sweden	9	1,178	74
Spain	33	4,760	347	Spain	33	4,746	365
Total	2,775	269,803	16,914	Total	3,146	286,337	18,101
Or in cargoes	2,398	251,005	15,608	Or with cargoes	2,322	194,392	12,453
Or in ballast	377	18,798	1,306	Or in ballast	824	91,945	5,648
Total	2,775	269,803	16,914	Total	3,146	286,337	18,101
Against 1861, with cargoes	2,689	276,503	17,448	Or against 1861, with cargoes	2,465	176,837	11,869
Against 1861, in ballast	462	13,639	1,204	Or against 1861, in ballast	1,008	123,362	7,509
Total	3,151	290,142	18,652	Total	3,473	299,199	19,378

Comparative statement of the total arrivals and departures of vessels of all nations at the port of Bremen for the years 1858, 1859, 1860, 1861, *and* 1862, *both in cargo and ballast.*

Years.	Arrivals.			Years.	Departures.		
	No. vessels.	Lasts.	No. of crews.		No. vessels.	Lasts.	No. of crews.
1858	2,929	269,674	18,168	1858	3,043	280,937	18,832
1859	2,798	282,624	18,172	1859	3,100	289,346	18,986
1860	2,922	284,158	18,236	1860	3,459	305,893	19,939
1861	3,151	290,142	18,652	1861	3,473	299,199	19,378
1862	3,775	269,803	16,915	1862	3,146	286,343	18,101

Statement showing the number of arrivals and departures of vessels at the port of Bremen during the year 1862, *according to the countries from which and to which they sailed.*

Where from.	Arrivals.			Where to.	Departures.		
	No. of vessels.	Last = 4,000 lbs., or 2 tons.	No. of crews.		No. of vessels.	Last = 4,000 lbs., or 2 tons.	No. of crews.
Hanover	451	7,469	947	Hanover	417	6,913	898
Oldenburg	356	6,704	759	Oldenburg	422	8,916	876
Heligoland	2	40	5	Heligoland	2	40	5
Hamburg	298	7,252	688	Hamburg	492	13,038	1,173
Sleswig and Holstein	137	2,458	299	Sleswig and Holstein	148	3,143	349
Denmark	3	36	7	Denmark	71	2,211	195
Lubeck	19	347	46	Lubeck	14	305	33
Mecklenburg	6	133	13	Mecklenburg	26	650	67
Prussia	253	9,543	833	Prussia	223	7,681	680
Russia	120	13,360	850	Russia, (European)	82	7,093	516
Sweden	17	808	70	Sweden	56	3,560	260
Norway	127	5,986	501	Norway	143	7,920	612
Great Britain	366	68,112	3,987	Great Britain	408	72,394	4,271
Holland	120	4,868	389	Holland	193	5,431	481
Belgium	22	1,866	123	Belgium	3	142	9
France	22	2,276	158	France	9	2,347	127
Spain	13	1,065	77	Spain	9	2,135	108
Portugal	13	1,203	85	Portugal	2	309	19
Italy	9	1,147	63	Italy	21	3,089	191
Ionian islands	4	446	30	Austria	2	336	22
Turkey, (European)	9	920	66	Turkey, (European)	1	177	12
Turkey, (Asiatic)	3	313	23	Greenland	5	817	178
Greenland	4	698	169	British North America	4	1,370	61
British North America	3	1,028	49	Boston	3	1,669	57
New Bedford	3	948	46	New York	93	68,170	3,200
New York	74	54,553	2,668	Philadelphia	3	369	25
Philadelphia	1	237	15	Baltimore	28	12,009	519
Baltimore	23	10,158	412	Mexico, east coast	12	2,061	127
New Orleans	3	1,115	43	Mexico, west coast	2	949	35
Mexico, east coast	13	2,685	155	Central America	1	134	11
Mexico, west coast	2	879	34	Cuba	61	12,391	785
Central America	4	962	56	Jamaica	5	871	55
Cuba	80	15,414	917	Hayti	10	1,286	90
Jamaica	8	1,095	73	Porto Rico	26	3,407	247
Hayti	20	2,081	202	St. Thomas	9	1,641	104
Porto Rico	28	3,987	274	New Granada	29	3,463	238
New Granada	38	4,838	321	Venezuela	7	767	58
Venezuela	3	279	22	Brazil	31	5,762	340
Brazil	43	7,584	474	Buenos Ayres	15	4,292	215
Buenos Ayres	1	207	14	Chili	2	653	30
Canary islands	2	162	11	Peru	1	139	13
Cape de Verd islands	1	70	6	Canary islands	5	512	39
Africa, east coast	1	110	10	Africa, west coast	3	336	31
British East Indies	21	11,622	439	Cape Calana	2	693	35

Statement—Continued.

Where from.	Arrivals.			Where to.	Departures.		
	No. of vessels.	Last = 4,000 lbs., or 2 tons.	No. of crews.		No. of vessels.	Last = 4,000 lbs., or 2 tons.	No. of crews.
Burmah	16	7,916	200	Mauritius	1	159	10
East Indies, (Netherlands)	5	2,443	96	British East Indies	16	5,264	239
Manilla	1	126	9	Birma	8	3,664	157
China	2	330	21	East Indies, (Netherl'ds)	4	1,890	81
Sandwich islands	5	1,143	80	China	10	2,444	139
				Russia, (Asiatic)	1	104	9
				Australia	1	139	11
				Sandwich islands	4	1,088	56
Total	2,775	269,012	16,915	Total	3,146	286,343	18,091
Or from Europe	2,370	136,433	10,019	Or to Europe	2,744	147,830	10,906
Or from transatlantic p'ts.	405	132,579	6,896	Or to transatlantic ports.	402	138,513	7,185
Total	2,775	269,012	16,915	Total	3,146	286,343	18,091

MAY 20, 1863.

* * * The newest publication of the statistical bureau enables me to give a clear oversight over the Bremen commerce in all its details, as well as in comparison with former years. In general the Bremen commerce has been better than it was expected at the beginning of the year 1862, when all transactions were restricted by the blockade of the southern ports of the United States. The year 1862 can be ranked amongst the most favorable of the Bremen commerce, although the results were not so favorable as in the year 1861, which year is marked in the history of the Bremen commerce as the most favorable one.

The newest report of the treasury department shows that the Bremen income duty in the last year, which was paid for the revenue of the year 1861, amounted to the immense amount of Louis d'ors 118,988 12. This duty amounts to one per cent. of the yearly income of Louis d'or 500 and over; of Louis d'or 2½ of the income of 400 to 500, and only one thaler for the income of Louis d'or 250 to 400; and of all yearly incomes under Louis d'or 250 no duty is paid at all. The income tax of the last year represents a yearly income of about 12,000,000 thalers, which amount is only paid from that part of the Bremen population that has a greater income than Louis d'or 250. The amount of the Bremen income tax only once exceeded 100,000 rix-dollars, namely, in the year 1857, as the income of the most fortunate business year, 1856, was taxed with 101,501 rix-dollars. In the next year the proceeds suddenly diminished in consequence of the crisis in 1857, to Louis d'or 69,388, and since that time it increased by and by, viz., in the year 1859, to Louis d'or 77,329; and in 1860 to Louis d'or 85,999, and in 1861 to Louis d'or 99,132, till it amounted, in the year 1862, to Louis d'or 118,988, for which only 100,000 rix-dollars were estimated. For the year 1863 the estimation of the income tax is rix-dollars 110,000. This estimation seems a little high; however, it may serve as a proof that even the treasury department has a very high opinion of the business year 1862.

The statistical summaries of the Bremen commerce in the year 1862 give no in sight in the profits of the business transactions, which it principally derives from the fact that the merchants were working under gradually ascending fluent notions of the prices of wares, and that they obtained a far higher price from the

smaller quantity of imported goods than in normal times; yet they give us a certain view of the course of business in the year 1862, and it can be seen how the Bremen merchants have tried to cover the deficiency in their connexions with the blockaded southern ports of the United States. The total commerce of Bremen in the year 1862 increased in weight on 293,359 hundred-weight, and diminished in regard to the value on 4,466,493 rix-dollars, against the total commerce in 1862, which amounted to 23,707,592 hundred-weight in weight, and in value of 131,031,966 rix-dollars, against, in 1861, 23,494,233 hundred-weight in weight, and in value of 135,498,459 rix-dollars.

The total importation in 1862 amounted to $16\frac{6}{100}$ mill hundred weight, in value of $67\frac{8}{10}$ mill rix-dollars, against, in 1861, $15\frac{9}{10}$ mill hundred weight, in value of $70\frac{5}{10}$ mill rix-dollars.

The total exportation in 1862 amounted to $7\frac{7}{10}$ mill hundred weight, in value of $63\frac{2}{10}$ mill rix-dollars, against, in 1861, $7\frac{5}{100}$ mill hundred weight, to $64\frac{9}{10}$ mill rix-dollars. The total importation of Bremen decreased only $2\frac{7}{10}$ mill rix-dollars, which, by no means, is very important, as no goods were imported from the southern ports of the United States, and the value of the Bremen import from there amounted, in the year 1861, to 19,003,531 rix-dollars, against, in 1862, only to 11,055,524 rix-dollars, which shows a decrease of 7,948,007 rix-dollars.

Bremen imported in 1861, from New Orleans, a value of 6,065,472 rix-dollars, against, in 1862, only of 160,739 rix-dollars. Bremen's former considerable importations from Richmond, Petersburg, and Norfolk, Virginia, Wilmington, Charleston, Savannah, Florida west coast, and Mobile, ceased entirely in the year 1862. The decrease of the import falls principally on cotton, of which in the year 1861, from America 38.7 mill pounds, in value of 7.6 mill rix-dollars, arrived here, against, in 1862, on 534,354 pounds, in value of 247,297 rix-dollars, which shows a decrease only in American cotton of 7.3 mill rix dollars.

It is not to be denied that the principal American character of the Bremen business has its great dangers, which especially increased in so critical a moment as the present one. The active transactions of Bremen, based on American business, and immensely increased by the emigration *via* Bremen, the immense importion of American staple goods, as well as by the intimate relations between the German firms in the United States and those of Bremen, &c., &c., made it nearly unavoidable that a crisis in America, like the actual war, must have a retroactive effect on this place to move, as the connexions with other countries have been very much neglected here. Many Bremen ship-owners perceive now, bitterly, that their great vessels are only accommodated for the voyages to the United States, and that they are not fit for the freight voyages to the East Asiatic seas, while the middle-sized vessels of Hamburg and Oldenburg make very good freights to and from the East Indies, China, &c., &c. The Breman flag would also be very much favored and wanted in the East Asiatic ports, but by the construction of the Bremen ships a greater participation in that trade is deficient. The crisis in the United States is an argument for the press to warn now the Bremen merchants, very forcibly, not to confine themselves exclusively to the old and comfortable relations with America and to the trade in the old articles, but to look for new import and export places, and to supply this place always with new articles, and to give the Bremen commerce hereby a more varied and extended character; and indeed the statistical statements show already that, driven by the sudden change of the circumstances in America, the Bremen merchants have already tried to begin transactions with other import and export places, which trials formerly were completely neglected by them, and that they commenced to import from there such articles in which formerly there were no transactions at all. Bremen's transatlantic import from Cuba, Mexico, New Granada, Brazil, British East Indies, Burmah, shows a considerable increase, and even Japan is found, for the first time, in the Bremen tabular state-

ments as a place of import, although the Bremen flag is not admitted there. So Bremen imported in the year 1861, from Cuba for 3,275,601 rix-dollars, and in 1862 for 4,393,311 rix-dollars; from Mexico, east coast, in 1861, for 117,832 rix-dollars, and in 1862 for 307,510 rix-dollars; from New Granada in 1861, for 2,375,909 rix-dollars, and in 1862 for 3,549,111 rix-dollars; from Brazil in 1861, for 2,670,815 rix-dollars, and in 1862 for 3,164,793 rix-dollars; from British East Indies in 1861, for 1,168,915 rix-dollars, and in 1862 for 1,747,021 rix-dollars; from Burmah in 1861, 640,074 rix-dollars, and in 1862 for 804,782 rix-dollars. As for the importations from the United States, the deficiencies caused by the blockade of the southern ports have nearly been covered by the increased importation from the port of New York. There has been exported from New York to Bremen in the year 1861, only for 6,633,834 rix-dollars, while in 1862 the exportation amounted to 8,546,853 rix-dollars. To those articles by which a greater exportation took place belong, namely, West Indian and South American tobacco, which import shows our surplus of 3,841,000 rix-dollars; further, rice, of which was imported in the year 1861, for 1,989,809 rix-dollars, and in 1862 for 2,453,430 rix-dollars. The importation of American lard has been raised nine-fold, for in the year 1861 there was only imported 10,918 hundred-weight, in value of 168,701 rix-dollars, against, in 1862, 96,496 hundred-weight, in value of 1,236,335 rix-dollars. Rye was imported in 1861, for 1,221,201 rix-dollars, and in 1862 for 1,556,824 rix-dollars; tea, in 1861, for 110,879 rix-dollars, and in 1862 for 194,345 rix-dollars; honey, in 1861, for 162,072 rix-dollars, and in 1862 for 247,252 rix-dollars; pepper, in 1861, for 86,787 rix-dollars, and in 1862 for 143,453 rix-dollars; hams, in 1861, for 119,355 rix-dollars, and in 1862 for 217,471 rix-dollars; bacon, in 1861, for 106,018 rix-dollars, and in 1862 for 390,313 rix-dollars. The new article petroleum seems to have a great importance for Bremen.

The communicated figures give sufficient proof that the stirring Bremen merchants did not neglect to look for other articles and countries than those they were formerly accustomed to, and that the crisis in America, notwithstanding the heavy pressure on the Bremen trade, will be of very salutary consequences for the commercial speculations of this place.

The international commerce and the production and consumption of all nations of the earth has been so immensely increased, that the accidental interruption of the commerce of single countries will only double the activity in the transactions with other countries, and will open other new sources to the commerce of the world.

The principal directions of the Bremen commerce are the transatlantic places. This will be seen by the facts, that the transatlantic import of Bremen exceeded that of Hamburg, although the total commerce of Hamburg was four times larger than the commerce of Bremen. The transatlantic import of Hamburg, in the year 1861, amounted to 30,607,975 rix-dollars, whilst that of Bremen amounted to 37,728,256 rix-dollars. The total import of Hamburg, in 1861, amounted to 264.9 millions rix-dollars, whilst Bremen imported only for 77.5 millions rix-dollars.

The total navigation in 1861 amounted, in lasts, to—

	In Hamburg.	In Bremen.
From transatlantic places	95,685	140,875
To transatlantic places	98,154	132,461
From European places	565,926	140,267
To European places	557,586	166,735

This transatlantic character of the Bremen commerce has been confirmed again by the year 1862, in so far as nearly the half of the coming and outgoing amount of freight came from, or went to, transatlantic ports. In the year 1862 there arrived, namely, from transatlantic places 133,370 lasts, and from Europe and the Levant 136,433 lasts, while there cleared to transatlantic places 138,512

lasts, and to Europe and the Levant 147,830 lasts. The total value of the import of Bremen from transatlantic places sunk, in consequence of the decreased importation of cotton, from 34.2 million rix-dollars gold in the year 1861, down to 29.08 million rix-dollars in the year 1862. The transatlantic export of Bremen in the year 1861 amounted to 9.3 million rix-dollars, and raised in the year 1862 to 13.5 million rix-dollars, which was principally caused by the increased exportation of manufactured goods. Whilst it was feared that in 1862 the exportation of German manufactured goods to the United States would further diminish, it turned just to the contrary, for Bremen exported to the United States in the year 1861 only for 6.6 million rix-dollars, against, in 1862, for 10.2 million rix-dollars. The shipments of manufactured goods, principally from the Zollverein and Austria, increased from 3.7 to 5.7 million rix-dollars gold. In the last years the export of Bremen to Sweden, Norway, Denmark, England, Holland, and Italy, increased very considerably. The export to the Zollverein decreased considerably, in consequence of the suffering cotton trade; in 1861 it amounted to 36.9, and in 1862 to 31.7 million rix-dollars; (in 1854 only to 20.9 million rix-dollars.) Prussia received in the year 1861, from Bremen for 12.2, and in 1862 for 11.2 million rix-dollars. Hanover, in 1861, for 8.4, and in 1862 for 7.5 million rix-dollars. Oldenberg, in 1861, for 3.7, and in 1862 for 3.5 million rix-dollars. Saxony, in 1861, for 5.6, and in 1862 for 4.3 million rix-dollars. Kurhesse, in 1861, for 1.5, and in 1862 for 1.4 million rix-dollars. Bavaria, in 1861, for 2.1, and in 1862 for 0.9 million rix-dollars, goods. The imports of Bremen from the Zollverein, in the year 1862, increased very much in consequence of the larger shipments of manufactured goods to the United States; in 1861 it amounted to 20.2, against, in 1862, for 22.08 million rix dollars, gold. In relation to Bremen's navigation, there arrived in the year 1862 2,775 ships, with 269,803 lasts, against 3,152 ships with 290,142 lasts in 1861. There sailed from Bremen, in the year 1862, 3,146 ships with 286,343 lasts, against 3,473 ships with 299,199 lasts in the year before. In general the navigation of Bremen, in the year 1862, attained very good results on account of the unsafeness of the American flag, and the increased importation of breadstuffs to England. In consequence the Bremen navigation increased very considerably.

The commercial fleet of the Bremen merchants, at the close of the year 1861, amounted only to 253 ships, with 82,868 lasts; it advanced in the next year up to 277 ships, with 91,072 lasts; consequently an increase of 24 ships, with 8,204 lasts. Likewise the navigation of Hanover and Oldenburg increased. In 1861, Oldenburg had 25,440, and in 1862, 25,465 lasts; and Hanover, in 1861, 5,105, and in 1862, 5,412 lasts, on the Weser. The total commercial fleet on the Weser in 1861 amounted to 483 sea-going vessels, with 114,413 lasts, and at the close of 1862, 507 sea-going vessels, with 122,212 lasts. Besides these there are 352 lighters, with 12,068 lasts, on the Weser, of which belong to Bremen 117 lighters, with 6,284 lasts; to Oldenburg, 156 lighters, with 3,481 lasts; to Hanover, 79 lighters, with 2,303 lasts.

The Bremen maritime insurance business increased in the last years very much. The total amount of risks which the Bremen and foreign insurance companies undertook amounted in 1862 to 79,393,314 rix-dollars gold, while in 1861 for 69,683,029 rix-dollars, and in 1852 only for 30,632,200 rix-dollars gold, were insured.

The emigration *via* Bremen in the year 1862, according to the statistical tables, amounted to 15,187 persons, while in the year 1861 there were 16,540 persons shipped.

The total amount of emigrants which have been shipped *via* Bremen from 1832 to 1862, inclusive, amounts to 792,973 persons, in 5,469 ships.

If, finally, the total import and export of Bremen is compared with the single results of the last ten years, it will be seen that the import in 1852 amounted to 8.9 million hundred-weight, in value of 48.2 million rix-dollars, against in

1862 16 million hundred-weight, in value of 67.8 million rix-dollars gold; whilst the export in the year 1853 amounted to 4.8 million hundred-weight and 44.7 million rix-dollars, against in 1862 7.7 million hundred-weight and 63.1 million rix-dollars; consequently, the total commerce raised since 1853 is from 13.7 to 23.7 million hundred-weight, and from 92.9 to 131.03 rix-dollars gold, showing a steady and nearly uninterrupted progression and extension of the commerce and the navigation of Bremen.

NOVEMBER 24, 1863.

In obedience to your despatch (No. 89) concerning the treatment to which preserved fruits imported from the United States are subject at the custom-houses in Germany, I had a long conversation with the chief officer of the custom-house of the German "Zollverein," at Bremen, Mr. Pieg. Mr. P. has been five years in office, and he declares that the facts, as reported to the department and contained in your despatch, cannot be correct so far as Bremen is concerned. During the five years of his being in office he cannot remember more than two cases where a single box has been taken out of a whole lot and opened, and that opening took place only at the request of the consignees. It happens often that fruits or other similar merchandise are packed in a *large* tin box, hermetically sealed. Such boxes are opened like all other boxes; they were again hermetically sealed by special employés, who are learned tin-smiths. The tariff of the German "Zollverein" admits only two different duties on preserved fruits. A higher duty is applied to fruits which are preserved in a liquid—p. s. brandy, juice of sugar, &c. A smaller duty is paid by fruits which are preserved dry in air-tight cans. To discriminate between these two different kinds of preserved fruits it is enough for the custom-house officers to shake one or two of the cans, and to discern by the sound if the fruits are dry or in a liquid. Mr. P. affirms that the opening of the single boxes has never taken place, and would and could not be done.

This is the information I obtained from him, and I give it only as a matter of information in regard to the custom-house at Bremen. The department will probably learn from the consuls at Hamburg, Aix-la-Chapelle, and on the French frontier in Baden, how the custom-houses in the places of entry there are acting in regard to that subject.

HAMBURG—J. H. ANDERSON, *Consul.*

NOVEMBER 1, 1862.

I have the honor, for the second time, to lay before the department some tabular statements respecting trade, navigation, and emigration.

Annexed hereto are 23 tables, which, together with the despatches I have transmitted from time to time during this year, will give a tolerably clear idea of the nature and extent of the business carried on at this place. The statements herewith sent are very elaborate, and were drawn from high official sources. They are perfectly reliable, with a few exceptions pointed out on the despatches. My excuse for making them so lengthy is that this city has a trade inferior only to that of New York, and justice has not been done to it for the last few years in the consular reports.

I am sorry to say that, as no export duty is laid at this port, there is no means of ascertaining the value and character of the exports. Therefore this report will contain no account of that branch of trade. Table A contains the whole amount of importations of Hamburg for 1861, and specifies the character and value of the imports from the United States and from all other *countries.* It is a most valuable table, showing, as it does, the places which

are competing with each other in this market, the nature and extent of this competition, &c., &c.

It will be seen that the imports of 1861 were valued at 612,682,000 marks-banco, whereas in 1860 they amounted only to 609,905,710 marks-banco. By this table you will observe that the aggregate importation of specie and other precious metals was of the value of 82,706,210 marks-banco in 1861.

Table B is a statement of the imports from the United States. This ought to be the most interesting of any. It contains every article that was received from the United States during the year, and the value of the same. It will be perceived from the following comparisons that in several articles we have greatly increased our business of late. Take copper as an illustration of this increasing trade.

Tabular statement showing the comparative value of importations at Hamburg from the United States during the several years 1858, 1859, 1860, *and* 1861, *in marks-banco.*

Years.	Copper.	Lard.	Apples.	Fustic extract.	Guano.	Red clover seed.	Leather.
1858..	281,490	42,840	260	229,310	.....	14,220	.....
1859..	24,750	6,100	1,530	244,140	450	39,380	.....
1860..	109,800	.....	.....	356,860	51,780	73,160	348,300
1861..	712,540	136,940	28,100	570,060	337,500	201,480	479,120
Total	1,128,580	185,880	29,890	1,400,370	389,730	328,240	827,420

Several other American productions have been quite as fortunate during the last year and the present, to this date, as the foregoing, which formerly had no sales here, to wit: sewing machines, petroleum, coal-oil lamps, hooped skirts, leather, cloth, butter, dried fruit, flour, (wheat and rye,) pork, and corn brandy.

The following articles, manufactured in the United States, although introduced some years ago, still have quite a large sale, notwithstanding the cheapness of German labor, viz: Yankee clocks, India-rubber shoes, and wooden pegs.

Comparative statement showing the aggregate value of importations in marks-banco from the United States for the years 1858–'59–'60–'61.

	Marks-banco.
1858	8,723,550
1859	12,628,040
1860	14,455,040
1861	16,916,110
Total	52,722,740

Thus it will be seen that our direct commerce with this place had been growing every year since 1858, and exceeded in 1861, during the great rebellion, any former year.

Of course it must be understood that a very small portion of the productions of the United States consumed in this country arrived at this port by a direct route; that is, in the same ships that were laden in the United States.

The tables of the following American staples will, of course, interest the reader: Tobacco, cotton, sugar, rice, turpentine and spirits of turpentine, pepper and pimento, rhubarb, leather, potash, hops, salted hides, dry hides, whalebone, rosin, and coffee.

The weight and value of each of these productions is put down, as well as the place whence imported.

Comparative tabular statement of the importations at the port of Hamburg from the United States for the years 1860 *and* 1861, *with their values in marks-banco.*

Description.	1860.	1861.	Increase in 1861.	Decrease in 1860.
Cotton	4,939,870	4,191,370	.....	748,500
Tobacco	951,930	418,510	.....	533,420
Rice	307,590	28,840	.....	278,750
Sugar	.....	1,138,760	1,138,760	.....
Whalebone	974,310	849,690	.....	124,620
Dry hides	75,980	100,850	24,870	.....
Salted hides	307,280	207,610	.....	99,670
Rhubarb	9,880	2,100	.....	7,780
Pepper and pimento	204,870	235,390	30,520	.....
Turpentine	2,840	38,270	35,430	.....
Hops	547,680	38,480	.....	509,200
Rosin	486,950	167,100	.....	319,850
Potash	127,590	58,530	.....	69,060
Leather	355,220	479,120	123,900	.....
Copper	109,800	712,540	602,740	.....
Total	9,401,790	8,667,160	1,956,220	269,085

The table on home and foreign navigation for 1861 shows the arrivals and departures of sea-going vessels for that year, and their nationality; also their tonnage and number of lasts for each seaman. The most striking column in the table is that showing the number of seamen employed about the vessels, according to tonnage. We employ one for every 54 tons; Brazil one for every 15; France one for every 21; and Great Britain one for every 24.

Our crews are far smaller than those of any other country, and our ships generally much faster. Hence our ships usually secure freights easier than others; and so long as our ship captains make better time with a smaller force than those of other nations, so long will our mercantile marine continue to gain in strength until it overshadows the navies of the world.

The table showing the total number of vessels that arrived at Hamburg in 1861 will surprise those who are not aware of the importance of this port, and that those arrived during that period from the rivers and the sea were 59,397 vessels of a tonnage equal to 998,540 lasts, or about 2,995,620 tons, (a last being about equal to three tons.) However, only 5,219 sea-going vessels arrived during 1861, and 5,029 during 1860.

The table of "vessels of the United States, and where from, and where sailed to," is incorrect in one particular, as 13 did not arrive here direct from the United States. They all came from very remote places, and were usually large, handsome ships, and having at this port completed long voyages, they usually tarried several months, in some instances to the total demoralization of the officers and men. Of the 42 that arrived nine were sold, the owners fearing to let them sail again at a time when the seas were infested with privateers. They brought less than their real value, yet their owners realized for several of them from six to seven thousand pounds apiece, on account of their size and beauty. Several of them came laden with guano from the islands of the Pacific, and others with sugar and more valuable stores from the East and West Indies.

Since my residence here several of our ships have cleared for the Argentine Confederation, and other ports of South America, laden in part with fine-wool

sheep, generally rams of the value of $400 and $500 apiece, it not being considered profitable to ship ewes.

The table of "arrivals of vessels from and departures for the United States direct," shows what vessels have sailed from one country to the other, and their number and tonnage.

The table of "tonnage fees," received at this port from sea-going vessels, shows what ones are subject to pay, and what ones not; the amount paid by vessels of every nation, and the aggregate amount paid. Thus 41 United States vessels paid on entering the port the large sum of 9,844 marks courant, ($2,952.)

An account of emigration, *via* Hamburg, in 1861–'62, will doubtless, at the present time, when we are so much interested in its steady flow, be deeply interesting. 132 emigrant ships cleared from this port in 1861, with 14,399 passengers. Of these emigrants 9,370 went to the United States, 1,791 went to British North America, 986 to Brazil, 71 to Chili, 738 to Australia, 584 to Africa, 184 to other transatlantic places, and 675 emigrated by indirect routes.

You are aware of the untiring efforts I have been making to prevent emigration from seeking other lands than ours, and I am happy to say that my efforts have been crowned with partial success. Up to this date more emigrants have gone to our country than at this time last year (1861) had gone to all countries. This is very gratifying to me. Their services will be greatly needed in the large cities and in the great west. I shall continue my exertions, and at the beginning of the year will send you a detailed report. It is a subject that strongly engages my thoughts.

I wish the peasantry of Germany to emigrate to the United States, not simply because we need their labor in developing the inexhaustible resources of our country, but because they bring economical, industrious, and honest lovers of freedom. I wish to see their condition improved, which in this country, if not an unhappy one, is at least deplorable.

For information in full on the subject of which this despatch treats for the year 1860, I beg leave to refer to my annual report, No. 58.

Tabular statement showing the value of the import trade of Hamburg for the year ended December 31, 1862, with the names of the countries whence it came.

Countries whence imported.	Articles of consumption.		Raw materials and half manufactured goods.		Manufactured goods.		Articles of art and industry.		Specie and other fine metals.		Total.	
	Marks-banco.	*Per ct.*	*Marks-banco.*	*Per ct.*	*Marks-banco.*	*Per ct.*	*Marks-banco.*	*Per ct.*	*Marks-banco.*	*Per ct.*	*Marks-banco.*	*Per ct.*
Sandwich Islands			167,030	[illegible]08			100	0.00			167,130	0.03
Shipper islands			34,140	0.02			100	0.00			34,240	0.01
China	1,518,870	0.98	408,640	0.20	11,290	0.01	114,150	0.19	200	0.00	2,053,150	0.32
Philippine islands	239,060	0.16	82,000	0.04	100	0.00	990	0.02			322,150	0.05
Netherlands East Indies	712,910	0.46	143,940	0.07	2,710	0.00	13,330	0.02			872,890	0.14
Siam, (Bankok)	111,860	0.07	9,580	0.00			2,260	0.00			123,700	0.02
British East Indies	1,446,270	0.94	499,490	0.29	1,500	0.00	4,510	0.01			2,051,770	0.32
Singapore	274,810	0.18	172,700	0.08	40	0.00	4,690	0.01			452,240	0.07
East coast of Africa	15,670	0.01	190,710	0.09			530	0.00			206,910	0.03
West coast of Africa	150	0.00	710,080	0.34	70	0.00	1,830	0.00			712,130	0.11
West coast of Mexico	3,210	0.00	604,110	0.29			1,080	0.00	106,480	0.10	718,880	0.11
West coast of Central America	499,950	0.32	25,900	0.01	390	0.00	1,040	0.00			527,280	0.08
Ecuador	49,600	0.03	38,480	0.04							88,080	0.01
Peru	53,200	0.03	4,625,260	2.83	2,710	0.01	4,200	0.01	48,200	0.05	4,733,570	0.74
Chili	14,650	0.01	962,610	0.46	1,910	0.00	20,910	0.02	530	0.00	1,000,610	0.16
Argentine Republic	20	0.00	428,180	0.21	600	0.00	4,470	0.00			433,270	0.07
Brazil	11,581,270	7.51	2,587,640	1.25	1,060	0.00	13,900	0.02	2,200	0.00	14,186,070	2.21
Venezuela	6,232,950	4.04	341,720	0.16	1,650	0.00	18,060	0.03	10,430	0.01	6,604,810	1.03
Colombia	16,020	0.01	10,120	0.01	330	0.00	70	0.00			26,540	0.00
Curaçoa	11,640	0.01	5,310	0.00							16,950	0.00
St. Thomas	62,580	0.04	11,730	0.01	410	0.00	9,060	0.01			83,780	0.01
Porto Rico	1,751,550	1.14	2,140	0.00			2,600	0.00	1,400	0.00	1,757,690	0.08
Hayti	5,463,020	3.54	959,820	0.40	40	0.00	8,910	0.01			6,431,790	1.00
Cuba	6,864,970	4.45	150,440	0.07			14,960	0.02			7,030,370	1.10
East coast of Mexico	94,650	0.06	692,510	0.33			11,030	0.02	1,420	0.00	799,610	0.08
United States	7,058,980	4.58	4,455,340	2.15	35,850	0.03	1,144,220	1.79	303,200	0.89	12,997,300	2.03
British North America			58,860	0.03			3,010	0.00			61,870	0.01
Greenland			21,000	0.01							21,000	0.00
Russian possessions, (White sea)			292,740	0.14			18,460	0.03			311,200	0.05
Russian possessions	9,470	0.01	92,480	0.04	13,780	0.01	73,250	0.11			188,980	0.03
Norway	363,380	0.24	1,160,410	0.56	10,260	0.01	37,440	0.06	57,530	0.06	1,629,020	0.25
Sweden	14,820	0.01	1,118,220	0.54	2,670	0.00	38,340	0.06			1,174,050	0.18
Denmark	141,050	0.10	157,590	0.08			2,100	0.00			200,740	0.05
Prussia	446,960	0.29	1,262,610	0.61			50,160	0.08			1,759,730	0.28
Mecklenburg			8,290	0.00							8,290	0.00
Cuxhaven and Heligoland	39,490	0.02	23,820	0.01	3,810	0.00	6,050	0.01			73,170	0.01
Bremen and Weser	2,438,770	1.58	796,610	0.38	21,140	0.00	236,710	0.00			3,493,230	0.54
Oldenburg	26,290	0.02	29,290	0.01	280	0.00	27,910	0.04			83,770	0.01
East Friesland	2,820	0.00	21,210	0.01	40	0.00	51,170	0.08			75,240	0.01
England	8,767,800	5.68	103,079,300	49.66	40,861,300	36.92	12,895,670	20.09	2,849,930	2.44	168,454,000	26.89
Netherlands	6,900,190	4.48	2,666,980	1.28	141,770	0.13	940,040	1.47			10,648,980	1.66

Belgium	259, 770	0. 17	1, 206, 110	0. 59	1, 373, 960	1. 25	1, 778, 080	2. 77	52, 630	0. 05	4, 690, 550	0. 73
France	5, 179, 630	3. 36	3, 689, 420	1. 17	805, 680	0. 73	1, 043, 630	1. 63	13, 000	0. 00	10, 731, 360	1. 68
Portugal	362, 920	0. 23	156, 870	0. 08	1, 050	0. 00	13, 870	0. 02	.....	.....	534, 710	0. 08
Spain	1, 050, 700	0. 68	224, 020	0. 11	.....	.....	12, 850	0. 02	180	0. 00	1, 287, 750	0. 20
Gibraltar	2, 530	0. 00	.....	.....	.....	.....	.....	.....	.....	.....	2, 530	0. 00
Sardinia and Tuscany	307, 320	0. 20	552, 200	0. 27	2, 010	0. 00	183, 710	0. 29	.....	.....	1, 045, 840	0. 16
Sicily	1, 033, 140	0. 67	1, 555, 450	0. 75	.....	.....	2, 760	0. 00	.....	.....	2, 591, 350	0. 41
Trieste	70, 990	0. 05	203, 320	0. 10	.....	.....	10, 250	0. 02	.....	.....	284, 560	0. 05
Ionian Isles and Greece	725, 680	0. 46	85, 600	0. 04	.....	.....	.....	.....	.....	.....	811, 280	0. 13
Asia Minor	781, 620	0. 57	4, 010	0. 00	.....	.....	300	0. 00	.....	.....	785, 930	0. 12
	73, 002, 910	47. 32	136, 906, 030	65. 95	43, 298, 410	39. 12	18, 822, 760	29. 33	3, 447, 330	3. 81	275, 477, 440	42. 99
And *via* Altona	27, 779, 870	18. 00	14, 177, 810	6. 83	3, 531, 470	3. 19	3, 056, 720	4. 76	7, 810, 220	7. 51	56, 355, 490	8. 79
	100, 882, 780	65. 32	151, 083, 240	72. 78	46, 829, 880	42. 31	21, 879, 480	34. 09	11, 257, 550	11. 32	331, 832, 930	51. 78
And by Altona and Kiel railroad	2, 393, 040	1. 55	1, 254, 040	0. 60	460, 060	0. 42	308, 360	0. 48	818, 930	0. 79	5, 234, 430	0. 82
Lubeck, per wagons	120	0. 00	.....	.....	.....	.....	100	0. 00	.....	.....	220	0. 00
per mail boat	.....	.....	44, 140	0. 02	.....	.....	.....	.....	.....	.....	44, 140	0. 01
per railway	1, 055, 900	0. 68	6, 541, 590	3. 15	608, 230	0. 55	1, 485, 790	2. 32	70, 800	0. 07	9, 762, 310	1. 52
By Berlin and Hamburg railroad	17, 871, 040	11. 58	29, 125, 110	14. 03	46, 506, 560	42. 62	24, 571, 080	38. 28	14, 708, 680	14. 13	132, 782, 470	20. 72
By the Upper Elbe	15, 491, 520	10. 04	7, 514, 530	3. 62	464, 590	0. 42	2, 204, 230	3. 43	.....	.....	25, 674, 870	4. 01
By the Lower Elbe	2, 752, 520	1. 49	2, 519, 020	1. 21	23, 010	0. 02	617, 660	0. 96	.....	.....	5, 912, 210	0. 92
Via Luneburg	211, 610	0. 14	185, 460	0. 09	1, 780	0. 00	109, 100	0. 17	.....	.....	507, 950	0. 08
Via Harburg	5, 762, 610	3. 93	4, 908, 060	2. 37	13, 715, 060	12. 39	9, 316, 700	14. 52	2, 076, 000	1. 99	35, 778, 430	5. 58
Inland by wagons	7, 942, 150	5. 15	4, 213, 040	2. 03	26, 690	0. 02	783, 480	1. 22	5, 000	0. 00	12, 978, 300	2. 02
By post office	31, 580	0. 02	205, 160	0. 10	2, 052, 320	1. 85	2, 904, 390	4. 53	75, 148, 250	73. 20	80, 341, 700	12. 54
Total	154, 894, 870	100. 00	207, 593, 390	100. 00	110, 688, 180	100. 00	64, 180, 310	100. 00	104, 085, 810	100. 00	640, 841, 960	100. 00

Summary tabular statement showing the value in marks-banco of the whole importations at the port of Hamburg of articles of consumption, raw material and half-manufactured goods, manufactured goods, articles of art and industry, specie and other fine metals, and their totals, for the year 1862, *from transatlantic places, Europe, and the Levant, including those imported via Altona and the interior.*

Whence received.	Articles of consumption.		Raw material and half-manufactured goods.		Manufactured goods.	
	Marks-banco.	*Per ct.*	*Marks-banco.*	*Per ct.*	*Marks-banco.*	*Per ct.*
From transatlantic ports	44,077,570	28.57	18,499,480	8.91	60,660	0.05
From Europe and the Levant	28,925,340	18.75	118,406,550	57.04	43,237,750	39.07
From Europe *via* Altona	27,779,870	18.00	14,177,210	6.83	3,531,470	3.19
From Europe *via* the interior	53,312,090	34.68	56,510,150	27.22	63,858,300	57.69
Total	154,294,870	.....	207,593,390	.....	110,688,180	.....

Tabular statement—Continued.

From whence received.	Articles of art and industry.		Specie and other fine metals.		Total.	
	Marks-banco.	*Per ct.*	*Marks-banco.*	*Per ct.*	*Marks-banco.*	*Per ct.*
From transatlantic ports	1,400,010	2.18	474,060	0.45	64,511,780	10.07
From Europe and the Levant	17,422,750	27.15	2,973,270	2.86	210,965,660	32.92
From Europe *via* Altona	3,056,720	4.76	7,810,220	7.51	56,355,490	8.79
From Europe *via* the interior	42,300,830	65.91	92,827,660	89.18	309,009,030	48.22
Total	64,180,310	.....	104,085,210	.....	640,841,960	.....

Summary tabular statement showing the value in marks-banco of the whole importations at the port of Hamburg of articles of consumption, raw material and half-manufactured goods, manufactured goods, articles of art and industry, specie, and other fine metals, and their totals, for the year 1861, *from transatlantic places, Europe, and the Levant, including those imported via Altona and the interior.*

Whence received.	Articles of consumption.		Raw material and half-manufactured goods.		Manufactured goods.	
	Banco mark.	*Per ct.*	*Banco mark.*	*Per ct.*	*Banco mark.*	*Per ct.*
From transatlantic places	36,063,260	22.52	23,386,950	11.58	70,130	0.06
From Europe and the Levant	23,778,040	14.85	112,879,000	55.92	39,463,210	36.44
From and *via* Altona, (Denmark)	30,935,000	19.32	16,736,630	8.29	3,309,310	3.06
From the interior of Germany and by rivers	69,343,070	43.31	48,880,710	24.21	65,466,530	60.44
Total banco	160,119,370	100.00	201,883,290	100.00	108,309,180	100.00

Tabular statement—Continued.

Whence received.	Articles of art and industry.		Specie and other fine metals.		Total.	
	Banco mark.	*Per ct.*	*Banco mark.*	*Per ct.*	*Banco mark.*	*Per ct.*
From transatlantic places	1,427,920	2.39	267,690	0.32	61,215,950	9.99
From Europe and the Levant	14,160,680	23.74	3,672,350	4.44	193,953,280	31.66
From and *via* Altona, (Denmark)	3,288,220	5.51	6,672,180	8.07	60,941,340	9.95
From the interior of Germany and by rivers	40,787,130	68.36	72,093,990	87.17	296,571,430	48.40
Total banco	59,663,950	100.00	82,706,210	100.00	612,682,000	100.00

FEBRUARY 20, 1863.

I have the honor to furnish you with a few statistics which I have gathered from reliable sources relating to Hamburg, hoping the same will be of interest and value to some portion of our people.

Although Hamburg is an independent state, she only boasts an area of $6\frac{39}{100}$ German square miles. Her population is 229,941 souls, as follows: City proper, 134,022; St. George, (a suburb,) 21,290; St. Pauly, (a suburb,) 20,371; dependencies, 54,258.

This city is supposed to have 50,000 or 75,000 more inhabitants than she claims. As she furnishes troops to the Germanic confederation in proportion to her population, she is not interested in overstating her strength.

HER REVENUE.

Her receipts and expenditures for the year 1860 were as follows:

	* Marks-courant.
Receipts	10, 953, 598
Expenditures	10, 097, 928
Surplus	855, 670
And for 1861, as follows:	
Receipts	11, 422, 455
Expenditures	10, 553, 427
Surplus	869, 028
The budget of 1862 was as follows:	
Receipts	10, 648, 660
Expenditures	10, 648, 660

COMMERCE.

The value of the imports from all countries to this port for the year ending 1860 amounted to 609,905,710 marks-banco,* and for the year 1861 to 612,682,000 marks-banco.

NATIONAL DEBT.

This amounted to 59,136,366 marks-banco.

THE ARMY.

The force that Hamburg is required by the confederation to put into the field, in time of war, is composed of two battalions of infantry, of 843 men each; two squadrons of cavalry, of 168 men each; one company of riflemen, 125 men; and one division of sappers and miners, of 21 men. The peace establishment does not amount to this. Every burger serves in the militia until he is forty-five years of age, but as "training days" occur only six times a year the service is very light and pleasant.

NAVIGATION.

The sea-going vessels in the port of Hamburg January 1, 1861, were 175, the tonnage of which, in lasts, amounts to 11,646. In the course of the year 1861 there arrived 4,425 laden vessels, 397,338 lasts; and 794 vessels in ballast, 43,737 lasts. There departed 3,069 laden vessels and 2,215 in ballast, in all 437,167 lasts. There were remaining in port on the 1st day of December, 1861, 210 vessels, 15,554 lasts. Among the arrivals for the year were 1,207 steamers.

* Mark-courant is 30 cents, and mark-banco 37 cents.

The following is the number of vessels now owned in this place, in 1861:

	Lasts.
Sailing vessels, 471	60, 727
Steamers, 17	4, 674

APRIL 1, 1863.

In answer to your circular, No. 30, I have the honor, in addition to the information furnished in the despatch No. 178, to send you the enclosed translation of a law of Hamburg, specifying the articles which are permitted to enter this port free of duty. The articles not enumerated in the enclosed statement pay in the Hamburg custom-house, on entering this state, a tariff of one-half per cent. Concerning the transhipment in this port for export to a foreign land, I have to say that goods in transit pay no tariff unless they change hands here, and then the usual. However, all goods passing through here have to be consigned to the care of a Hamburg citizen.

GOODS ENTIRELY EXEMPT FROM DUTY.

1st. Linen; linen mixed with cotton; linen, woollen, and cotton rags; second-hand and new goods for washing; linen rags; twine and girths of flax, hemp, and cotton; raw sheep and lambs' wool.

2d. Wheat, rye, oats, barley, buckwheat, malt, potatoes, rape-seed.

3d. Unwrought copper and brass; ships' copper; old brass and copper intended for melting; copper scrapings; copper plates; copper sand; copper ore; unwrought copper plating; copper ground; copper containing silver; metals for bells.

4th. Funds and coins; gold, silver, and platinum, unwrought or intended for melting; gold dust; gold scrapings, originating from the refining of precious metals.

5th. Printed matter; printed books and music; land, sea, and astronomical charts.

6th. Oil cakes; unground oak and hester-bark; bones.

7th. Passengers' effects, if accompanied by the owner, or specially granted by the custom-house director; household goods, if used; dowries, but only if specially granted by the custom-house director.

8th. Imported goods, unpacked, and weighing less than seventy pounds, exported for sale or on show the same day, and through the same gate through which they were imported, only pay export duty.

9th. Coals and cinders.

FREE OF IMPORT DUTY.

1st. All imported goods, the value of which does not exceed five marks-banco, and all imported goods, subject to a levy of excise, the value of which does not exceed twenty marks-banco.

2d. Timber, fuel, wood for staves, and turf.

3d. All goods imported by mail, not exceeding the value of fifty marks-banco.

DECEMBER 1, 1863.

I have the honor to lay before the department another annual report on trade, navigation, and emigration. This may not be as complete as my report dated November 1, 1862, but much of the matter which would otherwise have been embodied in this has been sent to the department from time to time since the date of my last. It will be observed that the value of the imports of Hamburg (taken from official reports) was greater in 1862 than in the former year, but that our country is not credited with as large an amount as then. This I consider erroneous. I take it that larger and more valuable cargoes of all kinds came than in any former year, with the exception of some of the staple productions of the south. Although the official reports of Hamburg on commerce are very valuable in many respects, still they give a very imperfect

account of the place of production of the commodities imported. For example, every article brought from the United States through England, France, Hanover, or Bremen, is put down in the statistical tables as coming from those countries respectively, so that the United States gets credit in the Hamburg publications for producing only those goods which arrive here in the same ships which are laden in our ports. The official reports of this state are also lamentably lame on the subject of its exports. No export duty is levied, hence no account is kept of them. This is the only excuse offered. This very important and interesting branch of trade is wholly ignored in official documents; I shall not therefore attempt in this despatch to say anything on the subject of exports further than to remark that my quarterly reports of invoices of goods, verified at this consulate since the month of June last, when the new law went into operation, will show, with some degree of fairness, the character and extent of the trade carried on at this place with our country, as they state the kind of goods exported, their value, and place of production. Hamburg's aggregate imports, in 1861, amounted to 612,684,000 marks-banco, (37 cents,) which sum includes specie and fine metals to the value of 82,706,210 marks-banco. In 1862 they amounted to 640,841,960 marks-banco, which includes specie and fine metals, valued at 104,085,210 marks-banco.

Attached hereto is a tabular statement, marked A, of all the goods and merchandise imported in 1862, showing the various kinds, whence imported, and the value, respectively.

Imports from the United States direct.

In 1858 amounted to	8,728,550	marks-banco.
In 1859 amounted to	12,628,640	" "
In 1860 amounted to	14,455,140	" "
In 1861 amounted to	16,916,110	" "
In 1862 amounted to	12,997,300	" "

The following comparative statements from the years 1860–'61–'62 show that while the direct importation of American staples has in some articles increased, that in copper, sole and other leathers, rice, cotton, pimento, guano, and clover-seed, has diminished.

		Marks-banco.
Copper	1860	109,800
	1861	712,540
	1862	156,500
Lard	1860	.....
	1861	136,940
	1862	2,301,590
Whalebone	1860	974,310
	1861	849,690
	1862	867,130
Extract of logwood	1860	356,860
	1861	570,000
	1862	750,860
Sole leather	1860	348,300
	1861	479,120
	1862	89,180
Cotton	1860	4,939,870
	1861	4,191,370
	1862 (150 bales)	30,000
Tobacco	1860	951,930
	1861	418,510
	1862	841,360

		Marks-banco.
Rice	1860	307,590
	1861	38,840
	1862	.....
Pimento	1860	204,870
	1861	235,390
	1862	44,790
Potash	1860	127,590
	1861	58,530
	1862	67,440
Leather, (other than sole)	1860	355,520
	1861	479,120
	1862	2,280
Hops	1860	547,600
	1861	38,480
	1862	49,600
Guano	1860	51,780
	1861	337,500
	1862	26,400
Red clover-seed	1860	78,760
	1861	201,450
	1862	136,010
Total		23,465,400

Imports from the United States from New York, New Orleans, Philadelphia, Baltimore, Boston, &c.

	Marks-banco.
Lard, 32,312 barrels	2,301,500
Tobacco, 287 barrels, 721 cases, 894 bales	841,360
Pork, pickled, 4,607 tons, 4,449 cases, 480 packages	677,460
Rye, 1,959 lasts, 30 barrels	556,500
Sugar, brown, 3,310 barrels, 3 cases	494,710
Coffee, 8,270 bags	466,500
Butter, 9,115 barrels, 1,160 casks	422,580
Cheese, 11,376 cases, 919 casks	213,500
Potato spirit, 4,039 barrels	197,160
Honey, 1,947 barrels	196,190
Cigars, 163 cases, (1,648 mille)	145,940
Corn, 13,677 bags	140,790
Ham and bacon, 642 barrels, 535 cases	118,420
Hops, 774 bales	49,600
Cacao, 909 bags	47,040
Pimento, 2,235 bags	44,790
Wheat, 75 lasts	28,900
Molasses, 346 barrels	27,810
Tea, 122 cases	12,520
Caviar, 21 barrels, 48 cases	12,180
Amidam, 1,157 cases	8,000
Colors, 270 gauges	7,500
Beef, pickled, 93 tons	5,100
Flour, wheat, 124 tons	3,350
Dried fruit, 127 barrels	2,600
Sage, 100 cases	1,750
Corn brandy, 21 barrels	1,410

	Marks-banco
Green fruit, 87 barrels	1,320
Juice, 92 cases	1,000
Wine, 36 cases	1,320
Vanilla, 1 case	1,000
Eatables	25,430
Whalebone, 5,400 bundles	867,130
Extract of logwood, 50,377 cases	756,860
Furs	505,630
Train-oil, 1,250 barrels	329,580
Petroleum, 5,706 barrels, 641 cases	237,500
Tallow, 900 barrels	194,540
Copper, 156 barrels	156,560
Red clover-seed, 3,801 bags	136,010
Logwood	132,210
Rosin, 3,329 barrels	93,200
Sole leather, 8,749 sides	89,180
Kali, 380 barrels	85,900
Potash, 600 barrels	67,440
Silverstone	58,560
Sarsaparilla, 801 bales	47,450
Extract of redwood, 1,308 cases	45,140
Palm oil, 142 barrels	42,670
Palm wood, 178,300 pieces	41,620
Peppermint oil, 178 cases	40,430
Quercitron extract, 3,297 cases	40,030
Deerskins, 35,040 pieces	35,800
Entrails, 240 barrels	35,800
Quercitrons, 192 barrels, 1,099 bags	33,800
Fustic extract, 1,702 cases	32,300
Indigo, 25 bales	31,500
Horn, (hornspitzen)	31,070
Different fine oils, 615 barrels	30,110
Cotton, 150 bales	30,000
Salted deerhides, 1,754 pieces	29,630
Guano	26,400
Balsam copaiva, 134 barrels, 12 cases, 30 packages	23,880
Timothy seed, 1,098 bags	17,220
Red camphor, 60 cases	17,000
Stone nuts, 777 bags	9,840
Terra catechu, 596 packages	9,760
Spermaceti, 217 cases	7,880
Yellowwood	7,290
Seneca root, 41 bales	6,740
Different colors, 51 barrels, 42 cases	6,400
Jalappa roots, 16 bales	6,350
Sponges, 120 bales	6,110
Calfskins, 3,420 pieces	3,960
Horsehair, 5 cases, 2 bales	3,910
Ivory, (small pieces,) 104 barrels	3,520
Tonga beans, 3 cases	3,460
Hickory wood, 52 pieces	3,280
Balsams, (various,) 11 cases	3,140
Woods, (various,) 34 cases	3,100
Fish lines, 17 bales	2,780
Terra japonica, 100 packages	2,590

	Marks-l
Quicksilver, 25 bottles	
Leather, 5 bundles	
Cedar wood, 230 pieces	
Feathers, 9 bales	
Paraffine, 31 barrels, 20 cases	
Rags, 39 bales	
Different drugs, 30 cases	
Wax, 8 barrels, 2 cases	
Asphalt, 30 barrels	
Different seeds, 3 barrels, 7 cases	
Firmas, 3 barrels, 9 cases	
Different medium, 8 cases	
Bristles, 3 barrels, 5 bales	
Horse hides, 119	
Different fine oils, 3 cases	
Different raw materials	
Woollen goods, 11 cases, 3 bales	1
Oil-cloth, 27 cases	
Silk goods, 5 cases, 1 bale	
Cotton goods, 15 cases	
Different dry goods, 15 cases, 1 bale	
Clothing and hats, 5 cases	
Machines and parts of machines, 2,721 cases	32
Arms, 891 cases	18
Hardware, 253 cases, 59 barrels	14
Wooden clocks, 2,210 cases	7
Metal ware, 86 cases, 150 barrels, 45 bales	6
Passengers' goods, 347 cases	5
India-rubber goods, 64 cases, 29 packages	5
India-rubber shoes, 692 cases, (38,706 pairs)	5
Leather cloth, 143 cases	4
Wooden nails, 2,739 barrels	2
Gold and silver ware, 8 cases	2
Notions, 156 cases	2
Books and paintings, 96 cases	1
Straw goods, 15 cases	1
Piano-fortes, 9 cases	
Percussion caps, 10 cases	
Common woodenware, 1,440 pieces	
Furniture, 35 cases	
Surgical instruments, 23 cases	
Glassware, 16 cases, 5 barrels	
Star candles, 100 cases	
Fine woodenware, 26 cases	
Paper goods, 21 cases	
Curiosities, 12 cases	
Empty bags, 2,050 pieces	
Spermaceti candles, 16 cases	
Composition candles, 75 cases	
Leather goods, 5 cases	
Soap, 20 cases	
Articles of industry	
Specie and fine metals	30
Total amount	12,99

·e are several commodities of which we are almost the sole producers, ny others in which we trade heavy, with which this market is annually d; and as it is not possible, for the reason already given, to say what ion is actually exported to Hamburg from the United States, I have con- to state the value of each of these several articles that arrive from all es, (which include those from the United States, of course,) as well as ue of such as arrive from our ports *direct*. Below is the comparison:

	From all countries. *Marks-banco.*	From United States. *Marks-banco.*
:um	561,050	237,500
	7,315,580	494,710
	549,280	196,490
o	13,760,940	841,360
	3,393,440	145,940
:o	627,860	44,790
	41,910	7,590
	8,590,310	422,580
	1,336,490	213,500
	2,778,790	2,301,590
nd pork, pickled	2,716,920	682,560
and ham	585,650	118,420
	3,536,770	31,500
od	1,059,310	139,500
trons	75,420	33,860
od extract	913,450	874,330
arilla	65,310	47,450
es	54,410	6,110
	792,800	93,200
ıor	244,420	17,000
ı copaiva	97,120	23,360
rmint oil	103,160	40.430
	286,340	67,440
	506,440	85,900
	557,970	58,560
r	2,478,040	156,500
:r	3,941,080	91,460
:bone	1,022,200	867,130
ver oil	1,961,800	329,500
r	623,650	194.540
aceti	16,160	8,280
ı	18,273,310	39,000
rubber shoes	892,520	51,100
rubber goods	907,040	51,460
:-seed	2,896,560	136,010
er cloth	801,640	46,410
en pegs	64,440	27,910
;	1,371,390	74,840
	91,021,140	9,620,360

; cases ; packages ; pieces	Machines and parts of machines from all countries	5,220,170*
	" United States	320,550*

ıy of the articles in the list, at the head of which stands petroleum, are, full sense of the word, *staples* of our country, and reach this place di-

* Included in above totals.

rectly or indirectly from our ports, as petroleum, lard, extract of logwood, sarsaparilla, whalebone, tallow, leather-cloth, pegs, sewing machines, &c. This despatch is only intended to embrace the trade, &c., of 1862; still I will take occasion to observe that the business carried on here in petroleum and sewing machines is at this writing very heavy. An enormous quantity of petroleum changes hands daily, and every small dealer in such articles in town (since the exhibition of July, the results of which Americans cannot complain) has petroleum and petroleum lamps for sale. There are six houses, splendidly fitted up, solely engaged in the sale of American sewing machines, wholesale and retail. The exact value of the petroleum and sewing machines that have arrived here since the first of last January cannot now be given. Indeed, petroleum, petroleum lamps, sewing machines, and Yankee notions are all the rage. I am indebted to Mr. *****, who lived many years in the United States, who has just opened in this place a bazaar for the sale of Yankee notions, and who first practically introduced petroleum lamps into Hamburg, for the following items: "Value of petroleum lamps sold in 1862 about $15,000; in 1863, to this date, about $200,000. A sort of Indian corn flour, called maizena, also clothes-pins, magnetic hammers, hoop-skirts, clothes-wringers, Shaker mats, American brooms, preserved and canned fruits of all kinds, and many other New England notions, are rapidly working their way into favor." Mr. L. attributes this result to the exhibition and to the well-directed efforts of Governor Wright, the United States commissioner.

NAVIGATION.

Sea-going vessels that arrived in Hamburg, 1862:

	Vessels..	Commercial lasts.	Crew.
Steamers	1,229	202,900	27,149
Sailing vessels	3,854	230,374	24,096
Total	5,083	433,274	51,245

Included in this number of sailing vessels are 1,262 English colliers, of 113,869 lasts.

Arrivals and departures of sea-going vessels in—

	1860.	1861.	1862.
Arrivals	5,029	5,219	5,083
Departures	5,045	5,184	5,054

Arrival of sea-going vessels:

Nationality.	Laden.	In ballast.	Total.
United States	13	1	14
Belgium	3	..	3
Brazil	..	1	1
Bremen	34	12	46
Denmark	387	97	484
France	94	1	95
England	1,765	52	1,817
Hamburg	649	146	795
Hanover	819	204	1,023
Italy	7	..	7
Lubeck	2	..	2
Mecklenberg	13	1	14
Netherlands	343	87	430
Norway and Sweden	155	18	173

	Laden.	In ballast.	Total.
.....	57	19	76
.....	1	..	1
.....	12	..	12
.....	31	16	47
.....	4	2	6
.....	2	..	2
.....	35	3	38

merchant marine there were only 14 arrivals in 1862, while ırrivals in 1861. Of the 14 vessels that arrived, 5 were laden vith sugar, 2 with tobacco, 1 was laden with deals, 1 with ma- Brazil wood, 1 with coal, and 1 in ballast. With one or two y are fine large vessels, laden at distant ports with valuable car- sters of those vessels employed a smaller force, according to ton- se of any other country. For instance, our vessels had 1 sea- 18 lasts; those of Brazil, 1 to every 6 lasts; those of France, lasts; and those of Great Britain, 1 to every 9 lasts; and, so mation extends, those carrying our flag made better time than ence they more easily secured freights, and made larger profits, of other states. The trade between this place and our country is hands of foreigners, and foreign bottoms (principally Hamburg) There arrived 43 vessels from New York during 1862, 25 of eamships, and 1 from Boston, the aggregate tonnage of which 8 lasts.

EMIGRATION.

en that many more emigrants left this port during 1862 than in about 5,000 more went to the United States. I have already es communicated the efforts I have made and means employed nigration. I am rejoiced to know that in 1862 they were not ı 1863 I was more successful still. The tide of emigration du- t year to the date hereof has set towards our country, and has a powerful current as to astonish all mankind. Happily, we to spare. Our army and navy, our mines, farms, and work- empting places for the sturdy sons of Germany, whose life-long y been sufficient to keep soul and body together.

Emigration via Hamburg in 1861 *and* 1862.

	1861.		1862.	
	Ships.	Passengers.	Ships.	Passengers.
irect to the United States...	47	9,370	60	14,287
erica	7	1,791	8	2,019
.....	10	986	6	995
.....	1	71	1	44
.....	6	738	.....	.....
.....	5	584	9	1,028
.....	56	184	55	187
.....	132	13,724	139	18,560
ıgers forwarded indirect	.....	675	.....	1,517
of passengers	.....	14,399	.....	20,077

Emigrants in 1862 came from the following countries: Prussia, 7,845 persons; Denmark, 2,812 persons; Mecklenburg, 2,195 persons; America, 1,635 persons; Sweden and Norway, 878 persons; Hesse, 636 persons; Hanover, 627 persons; Wurtemburg, 537 persons; Austria, 520 persons; Saxony, 355 persons; Bavaria, 331 persons; Baden, 326 persons; Russia and Poland, 232 persons; Hamburg, 219 persons; Switzerland, 163 persons; different countries, 766 persons.

SWITZERLAND.

ZURICH—J. R. FAIRLAND, *Consul.*

JANUARY 15, 1863.

I have the honor of transmitting herewith the quarterly statement for the last quarter of 1862, showing the amount and clearances of goods exported to the United States from this and neighboring cantons during that period, and the amount of fees received for the verification of the invoices for the same.

Upon the next page will be found a summary of the said statement. * *

Tabular statement showing the description and value in francs of the monthly shipment of goods to the United States from Zurich and neighboring cantons for the quarter ended December 31, 1862.

Description.	Value of shipments in Oct.	Value of shipments in Nov.	Value of shipments in Dec.	Total.
	Francs.	*Francs.*	*Francs.*	*Francs.*
Silk	721,574	577,077	689,205	1,987,856
Muslins and cottons	21,528	46,002	42,266	109,796
Foulards	.....	5,634	19,975	25,609
Taffetas	12,254	32,059	5,686	49,999
Straws	21,603	28,726	32,446	82,775
Tobacco and cigars	.....	.....	7,146	7,146
Bolting cloth	7,983	7,842	8,033	23,858
Curtains and embroidery	72,515	21,477	75,271	169,263
Merinos	29,864	7,536	.....	37,400
Miscellaneous	3,469	6,296	11,607	21,372
Total	890,790	732,649	891,635	2,515,074

Table showing the number of invoices and fees collected thereon in francs and dollars.

Period.	No. of invoices.	Amount.	Fees.
October	80	Frs. 890,790	$160 00
November	67	732,649	74 00
December	87	891,635	88 00
Total for the quarter	234	2,515,074	322 00

Value in francs:

For the year 1862, 2,515,074 francs. 40 per cent. sold; 60 per cent. consigned.
For the year 1861, 1,490,172 francs. 95 per cent. consigned.

Excess of 1862. 1,024,902 francs.

JANUARY 22, 1863.

I have the honor of presenting the following statement of the exportations in consignment (mostly) to the United States from within this consular district during the year 1862, together with some particulars regarding the silk trade of the canton of Zurich.

Articles.	1st quarter.	2d quarter.	3d quarter.	4th quarter.
	Francs.	*Francs.*	*Francs.*	*Francs.*
Silks	1,323,251	1,214,376	2,516,356	1,987,856
Muslins and cottons	117,286	11,902	20,629	109,796
Foulards	.....	.....	.....	25,609
Taffetas	.....	.....	.....	49,999
Straw goods	.....	6,495	.....	82,775
Tobacco and liquors	.....	5,080	.....	7,146
Bolting cloths	.....	.....	23,251	23,858
Curtains and embroidery	.....	2,850	9,199	169,263
Miscellaneous	181	.....	18,404	58,772
Total	1,440,718	1,240,703	2,587,839	2,515,074

Comparison with 1860 *and* 1861.

Period.	1860.	1861.	1862.
1st quarter	1,949,002	2,471,200	1,440,718
2d quarter	2,645,716	921,868	1,240,703
3d quarter	3,073,975	1,004,501	2,587,839
4th quarter	2,437,311	1,490,172	2,515,074
Total	10,106,004	5,887,741	7,784,334

During the last quarter of 1862, under the operation of the 17th section of the act of Congress of July 14, 1862, all invoices, excepting those of goods sent in the early part of October, were verified at the consulate. Only about one half, therefore, of the amount reported for the said quarter, or about 1,257,537 francs, represents the amount of goods exported to the United States in consignation during that period. The above table, thus modified, shows that in 1862 the consignments reached 6,526,747 francs, being 3,579,257 francs less than the consignments of 1860, but an increase of 639,006 francs over the consignments of 1861.

The silk trade of the Canton of Zurich employs a capital roughly estimated at about 50,000,000 francs, or say 10,000,000 dollars; in which estimate is not included the value of the buildings, looms, and various machines or apparatus used in the manufacture of silk goods.

It affords occupation to about 33,000 laborers (hand-workers,) the wages paid to whom are estimated in the gross at from 8,000,000 to 8,500,000 francs per annum.

The number of looms engaged in the production of Zurich silk goods is said to be about 25,000, and it is estimated that from 200,000 to 250,000 "pieces" of silk are produced annually. As a general thing the looms are found in the houses of, and belong to, the peasants who work them, but a comparatively small number, mostly Jacquard looms, being the property of the manufacturers in whose service they are employed.

The principal kinds of silk goods manufactured in the canton of Zurich are

known under the name of Florence, Marceline, Gros de Naples, Poult de Soie, Gros du Rhin, serge, satin de chine, gros grain, cravats, satin.

The different countries to which these goods are exported are as follows: United States, Mexico, South America, England, East Indies, Germany, Russia, Turkey, Syria, Asia Minor.

Previous to the present war in America, the United States was the principal market for Zurich silks.

The following table will show the amount of raw silk consumed in the manufacture of Zurich silk goods during the last five years.

	Swiss pounds.	English pounds.
1857–'58	527, 576	580, 334
1858–'59	898, 947	988, 842
1859–'60	772, 152	849, 367
1860–'61	767, 405	844, 146
1861–'62	1, 013, 817	1, 115, 199
Totals	3, 979, 897	4, 377, 888

Averaging the value of raw silk at forty-five (45) francs the Swiss pound, it will be seen that the value of the total amount consumed in the five years was 179,095,365 francs, or say about 35,819,000 dollars.

MARCH 30, 1863.

Referring to your despatch dated December 22, 1862, and circular No. 29, I have the honor to report that, immediately upon the receipt of the above, I addressed a communication to the government of the canton of Zurich upon the subject of the validity of oaths administered by the United States consuls at this place.

Under date of February 16, 1863, I received the answer of the cantonal authorities, informing me that there was no authority for foreign consuls within this canton administering oaths, and that consequently no oath so administered could be considered valid, or could afford any ground for an action for "perjury" in case a false oath was taken.

I deem it necessary, however, in this connexion, to inform the department that it appears that in most, if not in all the cantons of Switzerland, only those oaths prescribed by the cantonal or the federal laws are considered "oaths" in the strict and complete sense of the term. In other words, only false swearing in the case of an oath prescribed by law would constitute "perjury;" but an oath or affirmation voluntarily made and legalized by the proper magistrate would be considered in the light of a legal contract, the breaking of which would render the guilty party liable to prosecution for fraud.

APRIL 21, 1863.

I have the honor of transmitting herewith the quarterly statement for the first quarter of the present year, showing the amount and character of the goods exported to the United States from within the jurisdiction of this consulate during that period. * * * *

The exports, it will be remarked, have been unusually large during the past quarter, and business generally within this district is at present in a most prosperous and flourishing condition.

For convenience of reference I append a summary of the accompanying statement.

tement showing the description and value in francs of the exports from Zurich to the United States during the quarter ended March 31, 1863.

	Francs.
: goods	4, 757, 124
aw goods	75, 733
slins and cottons	136, 677
:tains and embroideries	184, 820
lting cloths	38, 936
ulards	7, 835
scellaneous	50, 166
Total	5, 251, 291

SUMMARY.

	Francs.
tports in January, 1863	1, 890, 592
tports in February, 1863	1, 518, 989
tports in March, 1863	1, 841, 710
Total for quarter	5, 251, 291

JULY 13, 1863.

I have the honor of transmitting herewith the quarterly statement for the cond quarter of the present year, showing the amount and character of the ods exported to the United States from within the jurisdiction of this conlate during that period. * *

Though somewhat smaller than those of the preceding quarter, the exports the last quarter have been large, and business generally in this district conues active and prosperous.

'atement showing the description and value in francs of the exports from Zurich to the United States during the quarter ended June 30, 1863.

	Francs.
lk goods	4, 701, 250
raw goods	59, 771
uslins, cottons, and ginghams	62, 948
mbroidery and curtains	29, 678
affetas	10, 140
:enad nes	2, 384
ieese	10, 936
lting cloths	22, 835
:rinoes	3, 600
scellaneous	6, 929
Total exports of quarter	4, 910, 471

SUMMARY.

	Francs.
ports in April, 1863	1, 233, 825
ports in May, 1863	1, 333, 562
ports in June, 1863	2, 343, 084
Total	4, 910, 471

OCTOBER 20, 1863.

I have the honor to transmit herewith the quarterly statement for the third quarter of the present year, showing the amount and character of the goods exported to the United States from my consular district during that period. * *

For convenience of reference I append a summary of the said statement, with, also, a comparison with the preceding quarters of the present year and similar (*i. e.*, third) quarters of the years 1861, 1862.

Statement showing the description and value in francs of the exports from Zurich to the United States during the quarter ended September 30, 1863.

	Francs.
Silk goods	7,359,400 62
Straw goods	244,737 55
Muslins and cottons	171,360 00
Curtains	48,587 92
Bolting cloths	22,099 35
Ribbons	19,371 30
Catholic devotional articles	13,644 36
Rags (for paper)	10,111 54
Wines	483 20
Foulards	11,898 80
Zepherines	380 16
Total value	7,902,074 80

Summary value of exports for the quarter ended September 30, 1863.

	Francs.
Month of July	2,337,204 41
Month of August	2,741,850 60
Month of September	2,823,019 79
	7,902,074 80

	Francs.
Value of exports, quarter ended March 30, 1863	5,251,291
" " " June 30, 1863	4,910,471
" " " Sept. 30, 1862	2,587,839
" " " Sept. 30, 1861	1,004,501

OCTOBER 28, 1863.

In accordance with the general instructions of the department, I have the honor to report for the year, from October 1, 1862, to September 30, 1863, inclusive.

Statement of goods exported to the United States from the consular district.

	4th quarter 1862.	1st quarter 1863.	2d quarter 1863.	3d quarter 1863.	Total.
Silk goods	2,037,855	4,757,124	4,711,390	7,359,400	18,865,769
Straw goods	82,775	75,733	59,771	244,737	463,016
Cotton goods	109,796	136,677	62,948	171,360	480,781
Foulards	25,609	7,835	.....	11,898	45,342
Bolting cloths	23,858	38,936	22,835	22,099	107,728
Curtains & embroidery	169,263	184,820	29,678	48,587	432,348
Ribbons	.....	.....	.....	19,371	19,371
Tobacco, wines, liquors	7,146	.....	.....	483	7,629
Miscellaneous	58,772	50,166	23,849	24,139	156,926
Total	2,515,074	5,251,291	4,910,471	7,902,074	20,578,910

I make no comparison of the above with previous years for the reason that, whereas during the year October 1, 1862, September 30, 1863, inclusive, cognizance was taken of all goods exported to the United States, whether sold or consigned previously, (with exception only of the month of November, 1862,) the invoices of consigned goods only had to be legalized, and consular cognizance of exportations extended therefore no further than to consignments. It may be estimated, however, that the total exportations to the United States from this consular district, during the year 1862 and 1863, were double those of 1861 and 1862.

In connexion with this, a singular fact in regard to the business in raw silks is observable. For the year July 1, 1861, June 30, 1862, inclusive, the Public Silk-Drying Institution reports the drying of 1,013,817 Swiss pounds (1,115,199 English pounds) of raw silk, whereas for the year July 1, 1862, June 30, 1863, inclusive, it reports but 810,386 pounds, (891,370 English pounds,) being a decrease of 203,480 pounds, (223,828 English pounds,) or about 20 per centum. Now, when it is considered, first, that the exportations to the United States have been so much larger during the year 1862 and 1863 than during 1861 and 1862, and that silk goods constituted nearly 90 per centum of these exports; and second, that the greater part of the raw material used in the manufacture of Zurich silk goods passes through the institution already named, and that its reports give a very fair basis for calculating the relative amount of business done in raw silk in different years, the following inferences are deducible from what I have stated:

1st. That the exportation of Zurich silk goods to other countries than the United States has been smaller during the year 1862–'63 than the year preceding.

2d. That the fall season of 1862 found manufacturers with unusually large stocks of manufactured goods, and probably of the raw material also, on hand; and that consequently the looms having been kept employed in producing more goods than were needed for immediate consumption, the weavers could have suffered but little from the depression in the American silk trade. That the object of drying the silk may not be misunderstood, I remark that it is only done in order to ascertain and fix the specific weight of the silk, a weight which shall be satisfactory to and accepted by both the dealer in selling and the manufacturer in purchasing. Where silk is purchased in Italy the specific weight is fixed and a certificate of the same made out by an Italian drying house; but as the purchaser in this case is generally a raw-silk dealer only,

the silk, in most cases, passes, after all, the Zurich drying institution upon its being disposed of to a manufacturer. * * *

The vintage is said to be unusually large this year, and the quality of the wine better than usual. The prices, it is remarked, however, have not fallen. So universal is the use of wine here that the use of water as a beverage is wholly ignored. It is a common thing to see a laborer making his meal of a piece of bread and a bottle of wine on the road side. * * *

BASLE—A. S. WOLF, *Consul.*

FEBRUARY 21, 1863.

* * * I have requested the attorney general of this canton for his opinion as to the validity of oaths administered by an American consul. His answer is, in substance, as follows, viz:

I. That a person will be punished for perjury if the oath be administered by the authorities.

II. That notaries are in some respects considered as belonging to the authorities, but are not entitled to administer oaths; they would not be valid, and no action would be sustained in case of perjury.

III. That the United States consul does not belong to the authorities, and has no character as such, and that an oath administered by him has no validity; perjury in such case would not be punished; the consul would only be considered as a private person.

In accordance with the opinion of the Attorney General of the United States consuls are under the laws of Switzerland. I had a long conversation with his excellency the president of this canton, who approved of the opinion of the Attorney General. I asked him whether, if an oath administered by a United States consul was invalid, it would be necessary for shippers to take the oath before a magistrate or any other officer authorized by law to administer oaths? The president replied, that an oath is very seldom allowed to be taken, and only in very exceptional cases. The president and secretary of the court are by law authorized to administer oaths in open court, and a certain time allowed for information. Before the oath can be administered, it is necessary that the person deliver the certificate of a clergyman that he is well informed as to the solemn act he is about to perform. In many cases where, in the United States, an oath is required, here, instead of an oath, a solemn promise (ein hand gelubdi) by shaking of hands is sufficient, or a simple warning by the authorities to tell the truth. The president hoped that the United States government would not impose any embarrassments on shippers, and he would consult the Attorney General as to this point. The Attorney General writes that an oath is very seldom allowed to be taken, is not customary or usual, and if made to an invoice it has no legal force, and that the authorities would have no power to administer an oath in such a case, that no prosecution would follow should perjury be committed; to confer such power on the authorities a special law would be necessary. Seeing the disinclination of the Swiss people to oaths, I had a consultation with Mr. Fogg, our minister at Bern, and Mr. Fairlamb, our consul at Zurich, and have adopted the following mode for the verification of invoices, to have the form of an oath in the presence of a public officer; the act would then become legal.

Statement of goods, wares, and merchandise exported to the United States from Basle for the quarter ended December 31, 1862.

Articles.	Amount in francs.	Amount in dollars.
Silk ribbons	1,561,380 96	290,416 86
Watches	786,324 38	142,536 33
Machines	446 58	83 05
Silk stuff	49,504 30	9,207 80
Rifles	10,506 00	1,954 11
Absinthe	7,297 25	1,353 94
Dyestuffs	8,612 00	1,601 83
Books	480 78	89 43
Cheese	17,028 53	3,167 30
Muslin	1,204 65	224 00
Straw ware	13,904 85	2,586 99
Linen	155 00	28 83
Music boxes	5,870 00	1,091 82
Total	2,462,697 28	453,342 29

MARCH 9, 1863.

In compliance with circular No. 30, dated December 24, 1862, which I received February 12, 1863, I have obtained some information in reference to the protection of the revenue and the collection of duties on the passage of goods to Switzerland and across the frontier.

Switzerland is divided into six departments for the collection of duties. Basle belongs to the first department; the custom-house is located in this city.

I. Regulations concerning imports, and the formalities to be observed:

The importer has to make a written declaration stating the value and description of the merchandise; all of which must be examined and inspected by the officer of the custom-house, except such merchandise as is declared to be subject to less than the highest tariff class; this is No. 9, and pays 15 per cent. for 100 pounds Brotto weight. The importer has to bear the expense of packing, which is only a trifle. For every wagon-load of goods a declaration has to be made, and the custom-house officer is authorized, if necessary, to open and to examine every package; and if in accordance with the declaration, to be packed up again without any charge.

II. Transit across Switzerland.

For transit of goods, a written declaration is wanted, and the officer of the custom-house may inspect and examine the same, if necessary, and issue a certificate which has to be presented within a certain time to the officer at the frontier custom-house. The transit toll for a distance of eight hours is five centimes for 100 pounds weight; over that distance 30 centimes. Goods may be transmitted under seal of lead. For every package 50 centimes has to be paid.

III. Export.

The formalities for export are very simple. A written declaration has to be made, and for most all goods 20 centimes per quintal has to be paid. Merchandise under seal for transit from Switzerland across France requires two written declarations. The charges of the French custom-house are, for every package, 50 to 75 centimes; and if in wagons, for every 1,000 kilogrammes, 25 to 50 centimes. Merchandise exported from Switzerland, *via* France, to any country where no international transits are in existence, has to be examined at the French frontier custom-house, every package sealed with lead and forwarded

under a guarantee. The charges for every package are 75 centimes; for seal, 75 centimes; for guarantee, 75 centimes.

IV. The penalty for offences against the revenue laws.

a. Whoever imports, exports, transit merchandise liable to pay duty, or taking the same out of the public warehouse against the rules and regulations.

b. Whoever imports and exports merchandise liable to pay duties over certain non-allowed roads or to places being no port of entry.

c. Whoever leaves the prescribed road from a bye custom-house to a general custom-house.

d. Whoever appears with merchandise liable to pay duty, and passes the custom-house for one hundred yards without being allowed to do so.

e. Whoever fails to offer the officer of the custom-house the tolls in whole or in part.

f. Whoever gives an incorrect statement of his merchandise for the purpose of lessening the tolls.

g. Whoever declares the weight 5 per cent. too low, or the value at least ten per cent. lower than it actually is, with the purpose of cheating the revenue.

h. Whoever appears within the boundary line of Switzerland with merchandise liable to pay duty, out of office hours, against the rules and regulations.

Every such one who acts contrary to any of the above-named regulations will be punished for the first offence with a penalty from five to thirty times the amount of the toll, also the fees, &c. In repeated cases, the fine can be doubled, and, under certain circumstances, a punishment of two years in the penitentiary is declared, subject to the pardon of the federal government.

Statement of goods, wares, and merchandise exported from this consular district to the United States, with invoices authenticated at this consulate during the quarter ending March 31, 1863.

Articles.	Amount in francs.	Amount in dollars.
Watches	665,936 66	123,864 25
Silk ribbons	1,936,903 97	360,264 18
Silk stuff	139,092 35	25,872 09
Straw goods	97,738 50	18,179 25
Cigars	13,762 10	2,559 50
Cheese	14,527 97	2,702 25
Absinthe	7,478 40	1,391 00
Sundries	47,892 09	8,907 00
Total	2,923,332 04	543,739 52

Statement of goods, wares, and merchandise exported from Basle to the United States during the quarter ended June 30, 1863.

Articles.	Amount in francs.	Amount in dollars.
Silk ribbons	1,164,185 43	216,538 50
Watches	696,556 76	129,559 54
Cheese	56,312 95	10,474 21
Straw goods	27,781 90	5,167 40
Silk stuff	114,717 05	21,337 37
Dyestuff	13,975 00	2,599 03
Absinthe	3,783 00	703 63
Sundries	37,905 10	7,050 35
Total	2,115,217 19	393,430 03

NOVEMBER 4, 1863.

Herewith enclosed I transmit to the department three papers, I, II, III, in relation to the commerce of Switzerland. Nothing of much interest has transpired in the commercial relations of this place and country.

The Swiss confederation abolished the viser of passports for all foreigners. In consequence of that measure, declarations to the same purpose were received from the following governments, to wit:

Algiers (France) abolished the viser for Swiss citizens, as per decree of that government, on July 17, 1862.

Baden.—Visers to passports, travellers, book, and certificates of domiciliation abolished per decree, 1854.

Great Britain.—No passports required.

Hamburg.—No passports required; approved July 8, 1862.

Italy.—The viser of passports abolished January 16, 1862.

Holland.—The production of passports abolished April 2, 1862.

Austria.—The viser of passports not required; declaration of embassy February 11, 1862.

Bavaria.—The viser for Swiss passports abolished; declaration of the embassy December 8, 1862.

Spain.—The production of passports no more required; a legitimation of domiciliation is satisfactory.

All nations are progressive in facilitating passports. Only France holds back and keeps up these formalities. The French people may come over into Swiss territory, and no passports are required; but whenever the Swiss reach the French frontier, a passport, with the viser of the French consul, is required; and so it is with our people. Every American, with the intention to enter France, has to comply with the passport formalities. This is a great annoyance to travellers. Before the French consul visers the passport, it must be visaed first by the American consul. The French consul charges five francs for every viser. The French Emperor has abolished passports for English people. Perhaps he may favor the Americans with the same privilege.

ENCLOSURES.

No I. Exports from this consular district.

No. II. The imports and exports of Switzerland.

No. III. A commercial treaty between the king of the Belgians and the federal government of Switzerland.

I.

Table showing the exports from Basle to the United States for the year ended September 30, 1863.

	Francs.	Dollars.
Silk ribbons	6,411,161.53	1,199,470.84
Watches and watch materials	3,453,602.42	643,869.02
Machinery	446.58	85.05
Silk stuff	489,172.25	91,730.36
Rifles	10,506.00	1,954.11
Absinthe	18,540.65	3,448.57
Dyestuffs	22,587.00	4,200.86
Books	480.78	89.43
Cheese	173,558.66	32,624.71
Muslin	1,204.65	224.00
Straw goods	340,948.90	64,223.14
Music boxes	5,870.00	1,091.82
Linen	155.00	28.83
Cigars	13,762.10	2,559.50
Sundries	159,824.81	30,022.60
	11,101,821.33	2,075,622.84

II.

Comparative statement of the principal imports of Switzerland for the years ended December 31, 1861 *and* 1862.

		1861.	1862.
Books and musical instruments	quintals	8,654	9,135
Butter and lard	do	37,549	52,215
Cheese	do	5,177	4,253
Coffee and coffee substitutes	do	212,337	201,954
Cotton, (raw)	do	294,260	189,806
Cotton, (yarn and cloth)	do	48,255	30,871
Dyewood	do	59,176	79,136
Druggery ware	do	129,828	132,032
Flax and hemp	do	16,437	13,928
Flour and grain	do	3,578,568	2,865,009
Furniture and glassware	do	61,067	63,170
Iron (crude)	do	198,113	259,655
Iron (wrought)	do	204,788	239,321
Iron (cast)	do	44,442	60,421
Steel wares	do	70,399	69,145
Madder	do	33,481	45,100
Leather	do	22,108	25,141
Linen goods	do	30,543	36,765
Machinery	do	57,874	59,208
Metals (crude)	do	32,271	26,829
Oil	do	163,195	172,748
Paper	do	12,887	11,020
Rice	do	80,513	76,438
Seeds	do	47,530	59,808
Salt	do	240,365	231,724
Silks and half silk goods	do	337,255	49,670
Sugar	do	213,014	235,539
Tobacco (leaf)	do	87,261	74,902
Tobacco (manufactured)	do	18,765	17,624
Tallow and fat	do	18,044	19,540
Wine in barrels and bottles	do	761,102	838,022
Wool	do	53,013	51,591

The importations of Switzerland for the year ended December 31, 1861, were 8,005,752 quintals; and for the year ended December 31, 1862, 7,292,886 quintals, showing a decrease of 802,886 quintals.

Comparative statement of the principal exports of Switzerland for the years ended December 31, 1861, *and* 1862.

		1861.	1862.
Absinthe	quintals	5,927	4,511
Books and musical instruments	do	5,011	4,658
Butter	do	2,142	5,933
Cheese	do	166,856	172,637
Cotton (raw)	do	15,540	15,011
Cotton (yarn and cloth)	do	186,537	165,544
Dyewood	do	8,914	17,262
Druggery ware	do	7,835	8,459
Flour and grain	do	66,686	62,525
Iron and steel	do	18,425	18,475
Hides	do	39,947	40,645
Leather	do	3,957	4,946
Silk and half silk	do	58,752	49,063
Watches	do	1,570	2,032
Wine	do	6,209	6,876

The exports for 1861 were 900,493 quintals, for 1862 941,954, showing an increase of 41,461 quintals.

Transit through Switzerland for the same period.

Cattle	Number	93,761	Number	96,688
Wood	Loads	42,897	Loads	42,448
Miscellaneous goods	Quintals	816,380	Quintals	783,171

The exports of silk and silk mixed goods was in—

1851	21,832.00	1857	29,549
1852	28,239.00	1858	28,018
1853	29,507.59	1859	32,139
1854	30,228.60	1860	22,724
1855	29,548.61	1861	27,873
1856	34,377.62	1862	35,411

Comparative statement of the principal imports into Switzerland during the nine months ended September 30, 1862, *and September* 30, 1863.

		1862.	1863.
Books and musical instruments	quintals	5,981	6,528
Butter and lard	do	36,403	45,621
Cheese	do	2,958	3,787
Coffee and coffee substitutes	do	107,266	112,187
Cotton (raw)	do	151,781	141,608
Cotton (yarn and cloth)	do	24,417	16,803
Dyewood	do	52,520	44,079
Druggery ware	do	32,769	39,974
Flax and hemp	do	8,997	9,679
Flour and grain	do	2,046,443	2,295,157
Furniture and glassware	do	44,174	47,008
Iron (crude)	do	190,551	165,369
Iron (wrought)	do	186,189	185,349
Iron (cast)	do	48,158	34,078
Steel wares	do	50,593	52,271
Madder	do	36,700	25,055
Leather	do	19,150	20,670
Linen goods	do	22,402	23,606
Machinery	do	39,495	54,521
Metals (crude)	do	20,494	19,979
Oil	do	118,838	141,739
Paper	do	8,374	8,860
Rice	do	52,962	57,971
Salt	do	173,560	170,435
Seeds	do	46,735	54,631
Soap	do	27,301	26,679
Sugar	do	181,844	161,961
Tobacco (leaf)	do	48,215	34,855
Tallow and fat	do	13,026	19,524
Wine in barrels	do	480,090	485,898
Wool (raw manufactured)	do	39,934	43,448

Total imports for the first nine months of the year 1862	5,145,385
Total imports for the first nine months of the year 1863	5,438,744
Showing an increase of	293,359

Comparative statement showing the principal articles of export of Switzerland for the nine months ended September 30, 1862, *and for September* 30, 1863.

Books and musical instruments	quintals	3,528	3,800
Butter and lard	do	3,929	6,886
Cheese	do	123,701	118,539
Cotton (raw)	do	10,866	21,763
Cotton (yarn and cloth)	do	161,956	166,767
Dyewood	do	8,726	10,853
Druggery ware	do	2,556	4,216
Flour and grain	do	49,496	31,668
Furniture and wooden ware	do	12,185	10,773
Iron (crude)	do	17,473	30,635
Iron (wrought)	do	6,403	8,749
Iron (cast)	do	7,567	9,135
Steel ware	do		
Hides	do	30,675	30,306
Leather	do	3,189	4,786
Silk of all kinds	do	37,732	42,150

Total imports for the first nine months of the year 1862	703,351
Total imports for the first nine months of the year 1863	735 389
Showing an increase for 1863 of	32,038

Sundry merchandise transmitted during the above period.

Cattle	Number	75,856	Number	74,945
Wood	Loads	34,072	Loads	30,248
Miscellaneous	Quintals	588,652	Quintals	584,006

III.

A commercial treaty between the King of the Belgians and the federal government of Switzerland was concluded on the 11th day of December, 1862, and ratified by Switzerland on the 22d day of May, 1863, and by Belgium May 28, 1863, and is now the law of both countries.

The Swiss confederacy entered into an engagement to modify the customs duties of the following Belgian articles, to wit:

Glass bottles, common green and brown	per 100 kilo's	1½ franc.
Potters' wares, (common,) vases, sand-stone bottles	per 100 kilo's	1½ franc.
Arms of all kinds	per 100 kilo's	4 francs.
Printing paper, (glazed or unglazed,) writing and letter paper, polished	per 100 kilo's	7 francs.
Cotton coverlets, (common,) without needle and lace work	per 100 kilo's	7 francs.
The customs duties on stearine candles will be from the first day of July, 1864, only	per 100 kilo's	16 francs.
And to first of January, 1864	per 100 kilo's	20 francs.

The Swiss confederacy engages not to raise the cantonal customs taxes on spirits and liquors imported from Belgium. Samples of goods carried by travelling agents are free of customs; but it is necessary to observe the custom-house formalities. A bond double the amount of the customs duties has to be given as security.

To the citizens of the United States (as one of the most favored nations) are extended all the customs facilities, and they are entitled to the same privileges as the Belgians. If such products be shipped to this country, the invoice must be authenticated by a Swiss consul.

The result of the tariff reductions would be as follows:

The imports average annually—

	Francs.
Glass bottles, (common green and brown,) 16,978 quintals, at 1½ franc	25,467 00
According to the treaty	12,733 50
Difference	12,733 50

ITALY.

GENOA—DAVID H. WHEELER, *Consul.*

FEBRUARY 5, 1863.

I have the honor to communicate the information required by circular No. 17, of July 13, 1862. A letter of the prefect of this province and city, dated January 28, 1863, informs me that since the institution of customs articles for pro-

visioning ships of all foreign nations are exempt from duty, whether such articles come from the city or from a foreign country, except that a very light duty of only thirty (30) centimes (or six cents) on each one hundred kilogrammes or litres is exacted upon articles taken out of the *porto franco* or deposits.

NOVEMBER 24, 1863.

* * * * * * *

The arrivals and departures of American vessels at this port for the year ending September 30, 1863, were as follows:

Arrivals: Ships, 15; barks, 15; brigs, 3; schooners, 1; total, 34.

Departures: Ships, 23; barks, 16; brigs, 2; schooners, 1; total, 42.

One ship sold and put under the Italian flag.

During the year ending 30th of September, 1861, there were 115 arrivals of American vessels The falling off of nearly one-half is due to the (so-called) confederate privateers.

Tabular statement showing the arrivals at and departures from Genoa of vessels of all nations, including steamers, for the year ended December 31, 1862.

Arrivals.	Number.	Tonnage.
National vessels, sailing	7,428	436,728
National vessels, steam	1,482	128,436
Foreign vessels, sailing	1,046	168,420
Foreign vessels, steam	584	170,483
Total number and tonnage	10,540	904,067
Total of sailing vessels	8,474	605,148
Total of steamers	2,066	298,919

Departures.	Number.	Tonnage.
National vessels, sailing	7,925	439,225
National vessels, steam	1,484	128,436
Foreign vessels, sailing	1,128	184,320
Foreign vessels, steam	586	170,483
Total number and tonnage	11,123	922,464
Total of sailing vessels	9,053	623,545
Total of steamers	2,070	298,919
Excess of departures over arrivals	583	18,497

In my last annual report I gave a statement of the imports and exports for the year 1860.

Comparative tabular statement showing the leading imports at the port of Genoa for the years 1861 *and* 1862.

		1861.	1862.
Cocoa	bags	9,575	7,400
Coffee	tons	5,600	5,970
Cotton	bales	60,500	10,350
Hides	number	495,000	532,900
Indigo, East India	cases	396	165
Indigo, Spanish	ceroons	540	537
Fish: Cod	quintals	60,000	50,500
Stock fish	vogs	40,000	68,500
Pilchards	hogsheads	1,800	3,770
Herrings	barrels	4,200	3,700
Pepper	pounds	1,532,000	4,350
Pimento	pounds	56,000	173
Sugar	tons	30,740	30,865
Grain	bushels	4,480,000	4,576,000

Comparative tabular statement showing the leading exports from the port of Genoa for the years 1861 *and* 1862.

		1861.	1862.
Pasta	pounds	3,876,000	3,998,000
Rice	pounds	7,848,000	8,226,000
Rags	pounds	2,300,000	2,600,000
Cotton goods	pounds	428,000	248,000
Silk, raw	pounds	58,000	65,000
Silk goods	pounds	188,000	148,000
Paper	pounds	700,000	684,000
Olive oil	gallons	220,000	316,000
Fruit	pounds	725,000	730,000
Hemp and linen goods	pounds	520,000	520,000

These estimates embrace only the leading articles of import and export for these years, and are probably defective even with regard to these.

Tabular statement showing the quantities and value of articles, in American dollars, imported at the port of Genoa during the year ended September 30, 1863.

	Quantity.		Value.
Wine, in casks	1, 349, 278	gallons.	$492, 600
Wine, in bottles	84, 592	bottles.	
Brandy and other liquors	909, 700	gallons.	415, 500
Oil, olive	5, 500	"	3, 810
Oil, all other	1, 363, 400	"	420, 678
Coffee	9, 218, 500	pounds.	1, 199, 000
Sugar, refined	23, 293, 660	"	2, 034, 428
Sugar, unrefined	28, 385, 854	"	1, 723, 425
Cocoa	1, 871, 220	"	186, 000
Chemical products	13, 762, 400	"	1, 082, 700
Paints and dyes	4, 685, 000	"	212, 680
Pepper	479, 599	"	62, 500
Beeswax	654, 654	"	190, 900

	Quantity.		Value.
.....	480, 546	pounds.	$33, 600
.....	1, 810, 310	"	79, 160
.....	398, 116	"	69, 600
.....	9, 058, 667	"	395, 920
ıer, and furs.....	7, 267, 940	"	1, 706, 000
es of leather.....	114, 726	"	66, 860
flax, raw.....	120, 400	"	31, 200
flax, manufactured.....	2, 096, 562	"	658, 130
.....	5, 857, 504	"	1, 226, 920
ıufactured.....	2, 477, 729	"	1, 971, 760
.....	4, 214, 966	"	1, 278, 200
ıfactured.....	806, 540	"	1, 035, 860
.....	85, 514	"	112, 120
actured.....	576, 026	"	519, 100
.....	4, 458, 847	bushels.	4, 674, 000
ıasta.....	48, 820	pounds.	2, 400
furniture.....	1, 543, 900	"	53, 070
niture.....	27, 840	"	1, 730
and agricultural imple-	305, 856	"	267, 370
.....	1, 600	tons.	2, 810
.....	12, 133	"	109, 930
factured.....	20, 854	"	229, 620
brass, crude.....	620	"	98, 000
brass, manufactured....	458	"	82, 820
.....	3, 190	"	65, 000
.....	103, 800	pounds.	2, 000
.....	245, 648	tons.	2, 362, 000
e and porcelain.....	776	"	27, 780
.....	400	"	27, 000
books.....	280, 725	pounds.	51, 600
fashionable goods.....	366, 712	"	60, 000
.....	10, 000	hogsheads.	2, 400, 000
t above enumerated.....			3, 225, 000
ıl.....			30, 950, 781

ere collected on the above imports to the amount of 12,604,324
2,431,400.

atement showing the quantity and value of articles, in American xported from the port of Genoa during the year ended September 30,

	Quantity.		Value
.....	45, 000	gallons.	$25, 500
.....	182, 950	"	76, 830
.....	78, 544	pounds.	98, 000
l candied fruit.....	378, 544	"	22, 420
.....	1, 090, 432	"	98, 840
oda.....	47, 550	"	28, 000
.....	632, 827	"	22, 320
.....	1, 612, 131	"	59, 420
.....	485, 000	"	63, 400
leather.....	430, 000	"	98, 900

	Quantity.		Value.
Hemp rope	465, 616	pounds.	$50, 200
Linen fabrics	38, 973	"	112, 920
Cotton	238, 746	"	185, 400
Silk and silk goods	217, 000	"	868, 000
Grain	179, 280	bushels.	184, 030
Rice	81, 744, 600	pounds.	2, 920, 000
Pasta	3, 462, 000	"	120, 000
Charcoal and wood	528, 000	"	13, 800
Paper and books	6, 495, 000	"	680, 000
Rags	2, 109, 600	"	340, 000
Bones	5, 418, 456	"	65, 320
Pig iron	578	tons.	14, 480
Lead	45, 000	"	2, 000
Sulphur	1, 123, 730	pounds.	16, 340
Gun stocks			280, 000
Exports not enumerated			2, 994, 200
Total value			9, 350, 320

According to the foregoing statement the total imports for the last year were nearly $31,000,000, and the exports less than $10,000,000. It should be carefully noted, however, that the lists do not embrace the transit movement within the port. Goods which are transhipped in the harbor for other ports of Italy, for the east, and for the western and northern ports of Europe, are not entered upon the custom-house books. There are also certain articles for America which are so transhipped. Rags from Naples and Sicily, and hides from South America, reshipped from our own ports, are examples of which cases have occurred within this year. The total amount of such transhipment is very large, and if added to the lists respectively, would swell the total of imports to sixty millions and the exports to thirty millions.

CUSTOMS DUTIES.

For information upon the duties levied by the national government upon imports, I send herewith a copy of the tariff at present in force, and applicable to this port. It will be seen that a small duty is also collected upon certain exports.

Oils pay thirty cents per 100 kilogrammes; arms of all sorts, one franc per 100 kilogrammes; rags, (vegetable,) four francs per 100 kilogrammes; other substances, two francs per 100 kilogrammes; charcoal, one-half franc per 100 kilogrammes; firewood, ten centimes per 100 kilogrammes.

PORT CHARGES.

There is no change in the expenses of the port for shipping. The charges are as follows: Anchorage, fifty centimes per ton; sanitary visit, forty centimes per ton, if the vessel be from America or beyond the Cape of Good Hope; and from all other ports, twenty centimes per ton. For measuring the vessel, interpreter, bill of health, &c., about thirty francs per vessel. The most unpleasant charge is a duty collected by the city government upon all the ship's own provisions consumed in port. To collect this duty the master of the vessel is required to furnish, on entry of his vessel, a list of the provisions then aboard. On his departure he must furnish a new list of the amount on hand. These two lists being verified by a police visitation, the duties are levied upon the difference. If the master fails to enumerate every article he is liable to a fine. He is also

obliged to pay brokerage for the translating of the two lists, and this, with the ever-impending fine, aggravates a tax which most shipmasters are disposed to regard as unjust. A movement has been for some time in progress to commute this city right into a tonnage duty. I hope that the change will not be much longer delayed.

PETROLEUM.

During the year petroleum oil has been very generally introduced into this kingdom, and is gradually supplanting all other kinds of light for domestic uses. Four thousand five hundred barrels have been brought to this port direct from the United States. A large amount has also been imported by indirect transit. If the oil shall continue to be produced at a moderate cost, the demand from this kingdom will become very large.

LINE OF STEAMERS.

To develop fully the direct trade between Genoa and the United States, a line of steamers is a prime necessity. This subject has engaged the attention of our merchants and consuls for many years. I have no new suggestions to make on the subject, unless it be that such line shall ply between some one Mediterranean port and New York or Boston. I do not know that this suggestion is new, but it must appear to any man familiar with steam navigation as of no ordinary importance. Most projects hitherto formed have contemplated a half dozen Italian ports, and of course great irregularity in the time tables, and greatly increased expense. I am unable to see why a monthly line each way between Genoa and New York, or Leghorn and New York, should not be a profitable enterprise.

SPEZIA—WILLIAM T. RICE, *Consul.*

JUNE 30, 1863.

I have the honor to inform you that I have no returns to transmit to the department for the quarter now ended.

No changes have taken place as regards the port anchorage or pilotage regulations since 1861. They average combined about the sum of twenty cents per ton. No commercial regulation has been put in force which affects in any manner the commerce of the United States.

I herewith enclose returns of the imports and exports at this port of Spezia during the year 1862, (Nos. 1 and 2;) also a report of the arrivals and departures of vessels during the same year, (No. 3.) I regret not having been able to forward the said returns earlier, but I found it impossible to procure the necessary information before the present time.

I am happy to state that the commerce of Spezia has shown a considerable increase since 1861; and that of 1863 will, in all probability, be almost double that of 1862. This circumstance is owing to the very extensive public works now being carried on at this place, *i. e.*, the establishment of the royal arsenal; that of two lines of railroad connecting this city on one side with Genoa, and on the other with Pisa and Florence. This latter line is almost completed, having been recently opened to Sarzana, a town about eight miles from Spezia, and within this consular jurisdiction. Numerous forts, also, are being erected for the protection of the harbor at the mouth of the bay. All these works, when completed, will be of infinite value to Spezia, which, owing to its position, must, in a few years, become one of the most important and largest seaports in the Mediterranean.

A contract has been made to extend and widen the city mole, in order that merchant vessels of all sizes may be enabled to come alongside and discharge their cargoes.

American commerce has decreased during the present year, but this is merely temporary, and owing to our country's distressing troubles. When, however, our vessels can once again compete, without drawback, with other nations for the carrying trade of the world, the preference always awarded our ships will be again manifest.

Statement showing the leading imports at the port of Spezia during 1862.

Articles.	Number, weight, or measure.	Quantity.	Value in francs.
Artificial flowers	Kilo	5	80
Brass and copper manufactures	do	166	520
Bronze and pewter	do	128	650
Bitumen	do	518	150
Beer	Bottles	347	172
Brandy	Hectolitres	257	7,755
Black lead	Tons	993	24,825
Butter	Kilo	40	60
Books, printed and not printed	do	137	260
Baskets	Number	60	50
Cheese	Kilo	1,098	526
Chalk of every kind	do	2,142	680
Carpets and quilts	do	447	1,380
Cotton manufactures		3,236	21,651
Cigars	Number	550	125
Charcoal	Kilo	23,550	1,400
Clocks and watches	Number	1	260
Coal and coke	Tons	33,692	195,530
Cocoa	Kilo	512	665
Coffee	do	3,409	5,384
Cochineal	do	5	15
Chiccory	do	59	30
Chocolate	do	11	40
Candles, stearine	do	197	266
Fish	do	8,290	5,003
Furniture	do		2,360
Fruit	do	86,704	7,068
Fibre for brushes	do	89	23
Fossils, unenumerated	Tons	110	10,000
Grain and flour of every kind			191,486
Gum	Kilo	120	180
Gold and silver plate	do	2	1,280
Glassware and crystals	do	1,102	779
Hats	Number	375	1,338
Hardware	Kilo	1,293	5 430
India-rubber manufactures	do	33	100
Iron, cast	do	9,164	5,430
Leather manufactures	do	392	1,010
Linen	do	1,171	3,613
Lithographic stones	do	60	20
Looking-glasses	do	748	2,630
Manuscripts	do	107	300
Mineral waters	do	50	20
Molasses	do	6	80
Medicines	do	843	1,108
Meat	do	1,897	2,390
Musical and optical instruments	Number	10	1,480
Marble, in quantity			650
Machines and engines			1,325
Naval stores of every description, free of entry			260,000
Olive oil	Kilo	1,474	1,380

Statement, &c.—Continued.

Articles.	Number, weight, or measure.	Quantity.	Value in francs.
Oil, linseed	Kilo	458	200
Oil, volatile	do	20	92
Pepper and pimento	do	150	300
Perfumery	do	43	100
Porcelain and earthenware	do	3,864	3,264
Paper	do	28	120
Rope and cordage	do	77	280
Ribbons and lace	do	5	150
Rum	Hectolitres	21	1,990
Rosin	Kilo	1,917	400
Silk manufactures	do	88	2,260
Sugars, refined and unrefined	do	13,153	12,899
Starch	do	105	215
Soap	do	1,103	506
Spices	do	10	70
Sponges	do	31	60
Sulphur	do	10,900	1,970
Steel, in bars	do	79	150
Steel, manufactured	do	412	360
Tools	do	67	210
Tea	do	71	535
Tiles and bricks	do	2,402,200	43,890
Tin	do	200	450
Velvet, cotton	do	48	558
Vinegar	Hectolitres	28	700
Varnish	Kilo	552	480
Wool, thread, and cotton manufactures, (mixed)		2,118	25,750
Wood for construction of ships		748,990	831,100
Wood for fires		15,000	2,500
Wine	Hectolitres	2,267	33,720
Wax	Kilo	104	170
Total			1,734,406

Statement showing the leading exports from the port of Spezia during the year 1862.

Articles.	Number, weight, or measure.	Quantity.	Value in francs.
Furniture in quantity			600
Grain	Kilo	36	36
Marble and stone in quantity			2,370
Manganese	Kilo	276,550	8,500
Wood of every kind			32,140
Total amount			43,646

N. B.—A kilo is equal to 3 lbs. 2 oz. Italian, or 2⅜ English.

Statement showing the number of vessels arrived at and departed from the port of Spezia during the year 1862, *together with their nationality and tonnage.*

Nation.	Arrivals.		Departures.	
	Number.	Tons.	Number.	Tons.
Italian	54	7,320	54	7,320
French	4	1,198	4	1,198
English	21	8,133	21	8,133
United States	3	1,099	3	1,099
Papal states	7	245	7	245
Norwegian	2	351	2	351
Austrian	8	1,774	8	1,774
Total	99	20,120	99	20,120

FLORENCE—T. BIGELOW LAWRENCE, *Consul General.*

APRIL 30, 1863.

I have the honor to enclose herewith the return of fees received at this consulate general during the last quarter, amounting to $111.

The value of goods exported to the United States from the city of Florence and its vicinity during that period amounts, it will be seen, to 421,911.36 francs.

In my despatch (No. 1) of January 6 I stated that I had been informed by the attorney general of this province that the oath administered in the verification of invoices, whether taken before a consular officer or local magistrate, would not, in case the invoice proved to be false, render the offender liable to prosecution for perjury. As, however, any person certifying an invoice to be veritable which proved to be false, would be answerable to a prosecution for fraud, and as an additional barrier would thus be created against the latter, he recommended me to continue to administer the oath.

Upon this recommendation I continued to administer the oath in the usual manner until the receipt, on the 28th February, of your despatch of February 4, enclosing circular No. 29. Thereupon I instituted a more careful investigation, taking the opinions of two of the most eminent counsellors of the province. These gentlemen, after carefully examining the law, assured me, though consular officers could not administer the oath to Italian subjects, yet notaries public were empowered so to do, and that an oath to an invoice proving to be false, taken before the latter class of officers, would most undoubtedly subject the offender to a prosecution and conviction for perjury. Of the entire correctness of the legal opinion thus given I became fully convinced by still further inquiry.

The following are among the principal articles of export, with their respective values, during the year 1859:

	Francs.
Metals	2,114,162
Drugs, dyes, and chemicals	1,501,354
Mercury, hardware, and rags	1,469,389
Horses, cattle, goats, and pigs, (9,588 head)	882,855
Hides	833,280
Cork, coal, timber, and manufactures of wood	704,367
Salted meats and cheese	600,324

	Francs
Grain and breadstuffs	226, 622
Fruits, seeds, and forage	77, 265
Fish	73, 378
Oils and alcoholic liquors	48, 156
Hemp, wool, cotton, and manufactures of the same	3, 028

LEGHORN—ANDREW STEVENS, *Consul.*

FEBRUARY 9, 1863.

I have the honor to enclose herewith a statement of the imports of the port of Leghorn for the years 1861 and 1862, and also valuable statements of the grain trade of the port for the same years. You will please consider these tables as a supplement to my despatch No. 59, as they are in fact the completion of my reports for the year 1862.

Comparative tabular statement showing the principal articles of merchandise imported into the free port of Leghorn for the years 1861 *and* 1862.

Description.		1861.	1862.
Steel	barrels	700	500
	boxes	1, 500	1, 751
	bundles	1, 500	1, 440
Sulphuric acid	cans	1, 098	1, 920
Needles	boxes	35	41
Madder roots	bales	785	757
Alum	casks	780	690
American seeds	bales	225	450
Herrings	bbls	11, 330	12, 540
Oats	sacks	112, 500	98, 000
Codfish	quintals	96, 500	86, 500
Tin	boxes	8, 800	5, 970
Goat skins	bundles	769	820
White lead	boxes	1, 246	1, 200
Beer	casks	250	220
Butter	do	3, 500	4, 000
Cocoa	bales	2, 752	2, 171
Coffee	casks	624	730
	sacks	32, 994	21, 125
	bbls	.....	.....
Cinnamon	boxes	284	281
Beaver hats	do	617	614
Straw hats	do	77	68
Coal	tons	19, 300	37, 650
Paper	bales	880	1, 740
	boxes	630	1, 050
Cassia	do	366	327
Tar	casks	2, 210	3, 980
Caviar	do	56	38
Beeswax	do	347	384
	straw bags	1, 420	1, 747
Peruvian bark	boxes	86	.....
Haberdashery	do	4, 100	4, 070
Glue	casks	.....	.....
	sacks	1, 117	930
Cochineal	boxes	127	94
Coral	do	650	675
Cotton manufactured	bales	2, 980	2, 000
	boxes	800	550
Cotton wool	bales	2, 009	1, 325
Cream of tartar	casks	255	270
Glass	boxes	2, 522	2, 281
Cummin	sacks	1, 425	1, 880
Leather	bales	10, 598	4, 640
	number	29, 885	14, 693
Elephant teeth	pckgs	180	173
Drugs	boxes	1, 175	950
Beans	sacks	60, 184	14, 191
Iron	bars	90, 000	106, 400
	bundles	43, 000	52, 600
	tons	.....	100

Description.		1861.	1862.
Iron in sheets	bundles	9, 000	5, 000
in pigs	tons	1, 100	1, 800
in chains	number	186	240
in anchors	number	200	150
Cheese	quintals	1, 950	1, 275
	boxes	9, 200	5, 600
	baskets	4, 800	2, 400
	loaves	34, 500	20, 850
Indian corn	sacks	108, 000	104, 000
Dry fruit	baskets	60, 000	51, 000
Gall	bales	770	385
Gloves	bags	950	550
Ratans	bundles	6, 600	9, 500
Gum	boxes	770	623
	bags	1, 500	750
Wheat	sacks	1, 201, 205	1, 164, 734
Incense	bags	205	175
Indigo	skin bags	309	350
Wool	bales	4, 755	5, 860
Woolworks	boxes	2, 180	1, 845
Dyewoods	kilog	296, 000	1, 137, 000
Seeds	sacks	165, 385	174, 000
Lima thread	boxes	.....	.....
raw	bales	1, 080	1, 460
Licorice paste	boxes	1, 164	1, 300
Lupines	sacks	151, 000	146, 000
Mother of pearl	bbls	60	180
Almonds	bales	1, 992	1, 750
Manufactured goods	do	16, 090	17, 795
Merchandise	do	17, 350	15, 150
Linseed oil	casks	310	805
Castor oil	do	340	310
Olive oil	do	5, 953	7, 500
Opium	boxes	40	38
Barley	sacks	10, 707	18, 619
Pitch	casks	1, 780	2, 655
Lamb skins	number	795, 500	330, 600
Hare skins	bales	338	370
Camels' hair	do	195	185
Feathers	boxes	166	164
Lead	pigs	13, 300	15, 400
Potash	casks	1, 320	1, 500
Pepper	bales	5, 725	4, 845
Raisins	casks	2, 165	1, 830
Copper	pigs	3, 245	3, 450
	casks	.....	.....
	bbls	125	493
Rum	casks	5, 525	5, 465
Rice	bales	6, 723	9, 000
Pilchards	casks	5, 875	5, 900
Sarsaparilla	boxes	207	189

Tabular statement—Continued.

Description.	1861.	1862.	Description.	1861.	1862.
Soap ..... boxes.	13,35	2,380	Tea.....boxes.	240	960
Soap ..... bags..	1,665	2,525	Dyestuffs ....bbls.	3,227	3,500
Bark..... kilog	3,093,000	2,800,000	Tunny fish.....do..	12,000	11,400
Flax-seed ..... sacks.	50,350	45,000	Beams.....number.	3,900	3,250
Senna..... bales.	680	600	Russian leather... pckgs...	560	375
Silks ..... do..	340	602	Russian leather... number.	.....	.....
Silks ..... boxes.	498	280	Valonia.....kilog.	900,000	1,500,000
Sumach .....bales.	3,000	2,500	Glass .....boxes.	3,050	2,900
Alcohol..... casks.	9,479	9,637	Vitriol.....casks.	2,120	1,883
Sponges..... bales.	509	549	Wine ..... half casks.	2,000	3,000
Tin ....pigs.	980	1,200	Wine ..... casks.....	30,650	21,840
Stockfish .....quintals.	13,000	19,500	Wine ..... boxes.....	3,270	2,010
Linen rags.....kilog.	3,120,000	3,397,000	Calfskins.....do....	250	195
Silk rags.....bales.	417	357	Sugar..... casks.	16,950	14,690
Tobacco .....pckgs.	5,845	6,455	Sugar..... boxes.	15,700	16,085
Deals .....doz.	19,500	10,275	Sugar..... sacks.	3,850	5,475
Earthenware .....casks.	700	775			

Comparative tabular statement showing the movements of grain in the port of Leghorn for the years 1861 *and* 1862, *estimated by sacks of four bushels each.*

Description.	Wheat.		Barley.		Beans.		Corn, rice, chestnuts and flour.	
	1861.	1862.	1861.	1862.	1861.	1862.	1861.	1862.
In store from the 27th December, 1860, to the 30th December, 1861	228,775	235,526	15,415	8,047	2,464	19,602	.....	4,126
Importations	1,201,205	1,164,734	10,707	18,619	60,184	14,191	165,389	274,010
Total of imports.....	1,489,960	1,400,260	26,122	26,666	62,648	33,793	165,389	178,136
Exports by sea for the interior and local consumption.....	1,254,434	1,242,231	18,075	16,369	43,046	30,515	161,263	169,721
In store from the 30th December, 1861, to the 31st December, 1862	235,526	158,029	8,047	10,297	19,602	3,278	4,126	8,415

PALERMO—LUIGE MONTE, *Consul.*

Statement showing the total of exports in vessels of all nationalities from Palermo to the United States for the quarter ended December 31, 1862.

Destination.	Brimstone.	Sumac.	Corkwood and corks.	Rags.	Almonds.	Walnuts.	Filberts.	Canary-seed.	Wine.	Hemp-seed.	Maccaroni.	Licorice.	Fruit, lemons, oranges.	Value.
In American vessels.	*Cantars.*	*Bags.*	*Bags or loose.*	*Bales.*	*Bags or boxes.*	*Bags.*	*Bags.*	*Bags.*	*Pipes.*	*Bags.*	*Boxes.*	*Boxes.*	*Boxes.*	
New York	8,640	9,000	128	445	1,050	685	771	150	.....	50	.....	.....	44,400	$126,736 00
Boston	2,610	1,975	.....	.....	200	300	300	.....	.....	.....	.....	.....	5,120	29,460 00
Total	11,250	10,975	128	445	1,250	985	1,071	150	.....	50	.....	.....	49,520	156,196 00
In foreign vessels.														
New York	37,104	9,033	31	635	200	402	100	131	177	.....	450	164	32,184	$169,960 00
Boston	400	1,250	12	150	.....	50	50	.....	.....	.....	.....	.....	1,400	11,950 00
Total	37,504	10,283	43	785	200	452	150	131	177	.....	450	164	33,584	181,910 00
Total in American and foreign vessels to all ports	48,754	21,258	171	1,230	1,450	1,437	1,221	281	177	50	450	164	83,104	338,106 00

Statement showing the total of exports from Palermo to the United States in American vessels for the quarter ending March 31, 1863.

Names of vessels.	Brimstone, cantars.	Sumac, bags.	Corkwood and corks, bags or loose.	Rags, bales.	Almonds, bags.	Walnuts, bags.	Filberts, bags.	Hemp and canary-seed, bags.	Wine, pipes.	Lemon oil, jars.	Olive oil, baskets.	Maccaroni, boxes.	Works of art, cases.	Fruit, lemons and oranges, boxes.	Value.	Destination.
Robert Caldwell	960	1,500	18	75	.....	45	.....	50	20	55	.....	.....	.....	4,745	$17,500	New York.
Imogene	780	1,500	.....	200	150	.....	100	.....	.....	.....	.....	.....	.....	4,000	19,770	Do.
Emily	350	600	90	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	4,000	8,993	Do.
Palermo	3,200	1,500	17	270	200	.....	104	100	.....	.....	.....	.....	.....	3,360	26,100	Do.
Petrea	1,600	2,632	204	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,000	23,400	Do.
Morning Light	352	1,700	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	5	2,930	11,805	Do.
General Cabb	1,280	2,358	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,792	19,105	Do.
H. A. Stephenson	.....	1,365	.....	.....	.....	.....	125	.....	.....	.....	.....	.....	.....	4,562	10,585	Do.
G. T. Ward	1,300	1,720	.....	70	.....	.....	109	.....	.....	.....	.....	.....	.....	3,520	17,708	Do.
Orphan	1,280	.....	.....	.....	.....	49	121	40	.....	.....	.....	.....	.....	5,565	11,983	Do.
Gzarina	.....	.....	.....	200	.....	.....	104	.....	.....	.....	.....	.....	.....	2,700	10,300	Do.
Osmanli	.....	400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,228	9,575	Do.
Fredonia	.....	350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,800	7,755	Do.
Heroine	960	1,000	79	28	.....	.....	50	100	.....	.....	.....	100	.....	3,650	13,190	Do.
Rebecca Goddard	1,280	1,550	117	.....	100	.....	80	159	.....	.....	.....	.....	.....	3,050	16,872	Do.
Total	13,342	18,175	525	1,043	450	94	793	449	20	55	20	100	7	57,902	224,641	

Total of exports from Palermo to the United States, in foreign vessels, for the quarter ending March 31, 1863.

Names of vessels.	Destination.	Brimstone.	Sumac.	Corkwood and cork.	Rags.	Almonds.	Walnuts.	Filberts.	Canary-seed.	Wine.	Lemon oil.	Olive oil.	Maccaroni.	Works of art.	Fruit, oranges, and lemons.	Value.
		Cantars.	*Bags.*	*Bags or loose.*	*Bales.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Pipes.*	*Jars.*	*Baskets.*	*Boxes.*	*Cases.*	*Boxes.*	
Francesia, (Italian)	New York	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,739	$4,473
Lycurgus, (Italian)	do	892	1,390	11	105	.....	.....	50	.....	.....	.....	.....	.....	.....	3,800	15,668
Alice Gray, (English)	do	.....	800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,700	6,175
Giove, (Italian)	do	390	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,435	5,000
Aristir Garibaldi, (Italian)	do	950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	.....	5,841	9,733
Giuseppe, (Italian)	do	1,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,411
Florence, (English)	do	200	300	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,218	7,018
Maria, (Italian)	do	1,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,946	10,908
Sicilia, (Italian)	New Orleans	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	24	.....	3,487	4,115
Concettina, (Italian)	do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,543	5,293
Daphne, (Norwegian)	New York	650	700	.....	.....	.....	.....	.....	.....	24	100	.....	.....	.....	2,500	18,190
M. Pojers, (Italian)	do	1,191	2,000	18	50	129	45	99	32	.....	.....	.....	20	.....	4,500	19,388
F. Pirandello, (Italian)	New Orleans	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,871	4,178
Elisabetta, (Italian)	New York	.....	550	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,668
Enterprise, (English)	do	8,960	125	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,145
St. Rosalia, (Italian)	do	.....	600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,436
Oselia, (English)	do	.....	1,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,484
Pellicano, (Italian)	do	1,000	.....	125	.....	36	.....	.....	50	31	.....	.....	119	.....	3,150	8,571
Total		16,533	7,665	169	155	165	45	149	82	60	100	.....	223	.....	51,730	150,854

Totals of exports in vessels of all nations from Palermo to the United States of America for quarter ending March 31, 1863.

Destination.	Brimstone.	Sumac.	Corkwood and corks.	Rags.	Almonds.	Walnuts.	Filberts.
	Cantars.	*Bags.*	*Bags or loose.*	*Bales.*	*Bags and boxes.*	*Bags.*	*Bags.*
In American vessels—							
To New York	13,342	18,175	525	1,043	450	94	793
In foreign vessels—							
To New Orleans	.....	.....	.....	.....	.....	.....	.....
To New York	16,533	7,665	169	155	165	45	149
Total in foreign vessels	16,533	7,665	169	155	165	45	149
Total in Amer. and for. vessels	29,875	25,840	694	1,198	615	139	942

Totals of exports in vessels of all nations from Palermo, &c.—Continued.

Destination.	Canary-seed.	Wine.	Lemon oil.	Olive oil.	Maccaroni.	Work of art.	Fruits, oranges, and lemons.	Value.
	Bags.	*Pipes.*	*Jars.*	*Boxes.*	*Boxes.*	*Cases*	*Boxes.*	
In American vessels—								
To New York	449	20	55	20	100	7	57,902	$224,641
In foreign vessels—								
To New Orleans	.....	5	.....	.....	24	.....	13,901	13,584
To New York	82	55	100	.....	199	.....	37,829	137,270
Total in foreign vessels	82	60	100	.....	223	.....	51,730	150,854
Total in Amer. and for. vessels	531	80	155	20	323	7	109,632	375,495

SEPTEMBER 30, 1863.

I have the honor to enclose herewith to the department the quarterly returns of arrival at, and departures from, this port of American vessels; also tables of exports to the United States in American vessels; also a tabular statement of the navigation and commerce of the United States at Palermo, for the quarter ended September 30, 1863; also navigation and commerce at Palermo for the year ended September 30, 1863; also a general report of trade for the year ended September 30, 1863.

Tabular statement showing the total exports from the port of Palermo to the United States in American vessels for the year ended September 30, 1863, *with their total value in dollars.*

Brimstone	2,650 cantars.	
Sumac	1,000 bags.	
Corkwood and corks	10 bags, or loose.	
Rags	150 bales.	
Filberts	108 bags.	
Wine	2 pipes.	
Lemon oil	30 jars.	
Canary-seed	109 bags.	
Fruits, lemons, and oranges	2,804 boxes.	
Total value		$23,020

Tabular statement showing the number of American vessels entered and cleared from the port of Palermo for each quarter of the year ended September 30, 1863, with the total value of their cargoes.

By quarters.	ENTERED.				CLEARED.			
	With cargo.	In ballast.	Total.	Value.	With cargo.	In ballast.	Total.	Value.
For the quarter ended December 30 1862	2	13	15	$28,366	14	1	15	$156,196
For the quarter ended March 31, 1863	.....	15	15	.....	15	.....	15	224,641
For the quarter ended June 30, 1863	1	13	14	10,956	14	.....	14	165,685
For the quarter ended September 30, 1863	1	1	2	450	2	.....	2	23,020
Total for the year	4	42	46	39,772	45	1	46	569,542

General report of the trade of port of Palermo, for the year ended September 30, 1863.

The export trade of this consular district to the United States has not decreased so much as might have been expected, considering the unsettled state of affairs in America. Some difference has occurred in the flag of the vessels employed, but very little in their number and the amount of export.

The following comparative table will show the number of vessels, with value of their cargoes, which have sailed for the United States during the years ended September 30, 1861, and September 30, 1863, respectively:

Year.	No. of American vessels.	No. of foreign vessels.	Total.	Value of exports.
Year ended September 30, 1861	63	39	107	$1,116,489
Year ended September 30, 1863	46	46	92	994,375
Decrease in 1863	17	.....	15	122,114
Increase in 1863	.....	7	.....	.....

There has never been an import trade from the United States of any considerable amount at this port, but the large loss on exchange has induced merchants to make purchases in America. Many American vessels have been lately bought here. Two cargoes of flour and a considerable quantity of petroleum have been imported. This latter article has become extensively introduced within the last year, and promises to be generally used among all classes of people, who find it a great deal cheaper and of a better light than the olive oil, which was formerly used for burning. The lamps and fixtures adapted for the use of this oil are also of American manufacture, although considerable amounts are beginning to be imported from France.

The harvest of all kinds of produce this year has been very prosperous, and the vintage also very plentiful. The vine disease is disappearing very fast, with the use of pulverized sulphur.

The liberal institutions which have been in operation in Italy for the last three years, and the facilities accorded to commerce, have given a promising impulse to the trade of this island. A line of regular steamers has been established within this year, touching regularly at the principal ports, such as Trapani, Marsala, Sciacca, Girgenti, Licata, Syracuse, Augusta, Catania, Messina, Lipari, Milazzo, Capo d'Orlando, Pantillaria, and extending to Malta and Tunis, besides the regular daily lines to the continent, touching alternately at Naples, Leghorn, Genoa, and Marseilles.

Public roads are constantly being opened in the interior, and the first railroad line established. It only extends, now, nine miles—from Palermo to Bagheria; but the company has contracted to finish it in four years. It will run through the interior of the island to Messina, and from thence along the coast to Catania and Syracuse. Another line is also in contemplation, which is to run from Palermo to Trapani and Marsala. As soon as these lines shall be in operation the increase of trade in this city and Massina will be immense, on account of the facilities which it will give in transporting the produce from the interior to these shipping ports. Until now the only means of transport have been mostly on mules, as even carriage-roads were very scarce, to say nothing of the insecurity of travel.

The present government, intent on giving stability, force, and union to Italy, is improving the general tone of the people by energetically giving aid and encouragement to public instruction; fostering the principle of association by protecting and subsidizing all companies that have some civilizing, beneficial, or commercial end in view, such as railroads, gas, savings banks, manufacturing companies, &c.

TARANTO—ALBERT J. DE ZEYK, *Consul.*

MARCH 31, 1863.

In obedience to the rules laid down in chapter XV, in sections 155, 156, 157, and 158, I have the honor to report that no American vessels having entered at, or cleared from, this port; there were consequently no fees collected during the quarter ended March 31, 1863.

OTRANTO—J. S. REDFIELD, *Consul.*

SEPTEMBER 30, 1863.

In my last annual commercial report I adopted the generally received opinion hereabouts, that Otranto, being the southern terminus of the great railroad of the Adriatic, would naturally be the point where railroad and steamboat connexions would be made when the road should be completed, and therefore it would necessarily become a port of considerable commercial importance.

But Brindisi, the ancient Brundusium, some forty-five miles north of Otranto, having the best harbor, it has been selected by the government, instead of Otranto, for the above purpose, and a large sum of money has just been appropriated for improvements in the harbor, necessary for the better accommodation of the prospective business of the place, when the "railroad Adriatic" and the canal across the Isthmus of Suez shall be completed.

This railroad is rapidly approaching completion. It is already finished from Ancona to Foggia; and during the coming year, 1864, the locomotives are expected to be in motion to the port of Brindisi, when steamboat communication will be immediately opened with Alexandria and all the principal ports in the Mediterranean. The great overland India mail, it is expected, will also take this route, it being much the shortest and quickest to London.

The English East India Company, in view of the completion of the canal and of the railroad, were sometimes since desirous of acquiring extensive accommodations at Brindisi, and offered the Italian government to expend a very large sum of money in improvements at Brindisi, to accommodate their business, if the government would grant them some special privileges, which offer the government has declined.

The committee of the Italian Parliament, to whom the subject of the expenditure of money to improve the harbor of Brindisi was referred, and who made a very interesting report in its favor, claim that Brindisi must, from the natural course of trade, become one of the most important ports in Europe; and I see no good reason why this opinion is not correct. Certain I am, that if the business arrangements necessary to that end were in the hands of Americans, the prophecy would soon be history.

Brindisi one year hence will have direct railroad communications with every city of Europe of any importance. It will be brought within ten or twelve hours of Naples, the great centre of trade for all the Neapolitan provinces, and within three and four days of Paris and Liverpool, respectively. It will have steamboat communication with all the principal ports of the Mediterranean, and will be on the direct line of travel to and from all parts of eastern Europe and Asia. The overland India mail will be received from steamers here and despatched by railroad, and the place must necessarily become a port of very considerable commercial importance.

But it will require some years thoroughly to wake up the people of this part of Italy to modern ideas of business. They have been so long buried, as it were, under the most despotic government, probably, in the world—a government whose aim it was to keep the people in a state of ignorance rather than to welcome the schoolmaster—that they are, of course, very, very far behind most other nations of the earth in all that distinguishes an educated and civilized people of the present day.

I suppose that few of our people would believe that this great railroad, with its lateral branches, forming a well-arranged network of railroad connexions with every city in Italy, as well as in Europe, has been located through all this portion of the kingdom without making any more disturbance in the value of real estate along its line than if it had been a bridle-path! but such is the fact. A year's longer residence in this part of Italy has only confirmed the opinion expressed in my last annual report in regard to the opportunities presented in these Neapolitan provinces for the enterprise of our merchants. There is a good opening here for an extensive trade with a wealthy people, with whom, at present, we have scarcely any trade at all.

In support of this opinion I beg to call attention to a single fact. American lard is now selling in this city at about thirteen cents a pound, in competition with lard made here, the ordinary price of which is about eighteen cents. The American lard is bought in Marseilles, is reshipped to Brindisi, and thence by land carriage to this place; pays freight to, and expenses and profit to Marseilles, freight and expenses thence by sea and land to this place, and a profit to the merchant here, and still undersells the lard which is made here by fully 25 per cent. If so close a selling an article as lard can be made to pay a profit to so many different parties, so much freight and expenses, there must surely be many other articles, both of production and manufacture, affording a much

larger margin of profit than lard, which, when a direct trade shall be established, will find a ready market in these provinces, and will pay a good profit. But the trade must be opened by our merchants at home. The merchants here look upon America as a place situated somewhere *outside the world*, and could hardly be made to believe they would ever live to hear of the receipt and sale of any shipment they might make there.

In conclusion, I beg to suggest, in view of the important improvements making at Brindisi, and of its future position as a commercial centre of trade and thoroughfare of travel, that it be made the seat of consulate, and that the consulate at this place be discontinued, Otranto having now no possible prospect of any importance whatever.

ANCONA—L. UJHAZI, *Consul.*

MARCH 31, 1863.

By circular No. 29, dated Washington, November 20, 1862, consular officers were directed, in the ninth paragraph, as follows: "Consular officers are requested to ascertain and report to this department if, under the laws of the countries in which they respectively reside, they are authorized to administer oaths."

In obedience to the direction above, I have the honor to report that, so far as I could ascertain, no particular law exists in the kingdom of Italy in reference to the subject; I therefore called for a further opinion of the bar, and they agreed that in matters appertaining to the performance of consular duties the oaths administered by them would be considered as valid and lawful in the courts of justice, in case a question should be raised about it. I regret that I cannot give an entirely positive answer.

JULY 11, 1863.

As no arrivals or departures of American vessels have occurred during the year ending June 30, 1863, I have no corresponding returns to submit to your department. Further, no more commercial regulations have been published concerning this port. * * * * * * *

OCTOBER 8, 1863.

The close of the quarter ending with the 30th September of every year, requiring an annual report on the trade of the consular district during the preceding year, I respectfully submit the following statements to the department.

In this report I enclose herewith a return of imports and exports at the port of Ancona in the preceding year, 1862, designating the countries whence imported and whither exported, with the total quantity and value of the same.

In addition to the above I prepared a return of vessels cleared and entered from and at the port of Ancona in the year 1862, which shows the nationality of the vessels, their number and tonnage.

The average prices of the chief staple articles of export within the year are as follows:

Fall wheat, $9 per rubbio, (a rubbio is about 8 bushels.)
Indian corn, about $4.85 per rubbio.
Rice, $2 55 per 100 Italian lbs.
Silk, $4 55 per Italian lb.
Hides, raw, $15 50 per 100 Italian pounds.

Of those, imports, they being principally colonials, are as follows:

Cacao, $10 37 per 100 Italian lbs.
Coffee, $13 50 per 100 Italian lbs.

Sugar, refined, $5 45 per 100 Italian lbs.
Wrought iron, in various shapes, $2 20 per 100 Italian lbs.

The general regulations of trade, the average rate of freight to the United States, privileges of importation or restrictions thereon, duties on articles imported in foreign or national vessels, tonnage duties, and other port dues, warehouse and sanitary regulations, and those relating to entry or clearance, have been subject to no modification since my report of September, 1862.

In matters relating to agriculture, it is to be mentioned that the crop of silk has failed entirely, the silk-worms perishing by an epidemic before their full growth. The vintage was a poor one, the wine produced being scarcely one-fourth of an ordinary good crop. The crop of fall wheat and Indian corn is estimated as an ordinary one. All this is to be understood, of course, as applying to this district.

Among the public works in progress is to be mentioned the continuation of the railroad to Naples, which is nearly accomplished from Pescara to Ortona, a distance of 21 kilometres; the near completion of a very substantial quay, on which it is designed to put a railroad to facilitate the transportation of goods to their destination. * * * * * * *

As a favorable impetus to the increase of commercial enterprise, the establishment of a regular line of steamers between this port and Alexandria, in Egypt, via Corfu, is to be regarded as very important.

Statement showing the description, quantity, and value of the imports and exports at the port of Ancona for the year ended September 30, 1862.

IMPORTS.

Description of articles.	England.		France.		Austria.		Greece.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Herrings	3,120	$21,840						
Fish	37,920	1,100						
Stockfish	18,960	550						
Pilchards	3,020	12,684	2,016	$8,466				
Salmon	240	7,440	30	930				
Iron	663,000	3,778	193,200	1,100	103,200	$588		
Iron work	16,380,000	106,470	4,992,000	32,848	756,000	4,914		
Coals	52,790	345,774						
Cottons	566	2,732	164	884	192	1,036		
Hardware	854	27,328	1,940	56,260	1,026	29,288	36	$900
Manufactures	3,236	146,492	420	19,740	1,264	59,408		
Metals	422	4,098	58	560	410	3,894		
Coffee	1,212	31,504	2,040	52,500	2,012	52,312		
Pepper	184	2,020	124	1,364	202	2,222		
Spirits	186	14,880	44	3,520	1,570	125,600		
Sugar	206	9,064	214	9,416	178	7,832		
Indigo	24	4,460			4	742		
Skins, raw					6,420	1,026	1,700	272
Skins, tanned	1 020	612	180	108	820	492		
Valonia							20,120	22,012
Wine	240	4,800	780	15,600	30	600	202	4,040
Glaces	30	900	40	1,200	392	11,760		
Lead	3,042	15,210	3,200	11,000	2,232	11,160		
Paintings	50	250	38	190	160	800		
Drugs	392	13,720	224	6,580	192	6,720	4	140
Wool							1,300	57,212
Miscellaneous		39,960		21,240		26,260		12,420
Total		817,666		243,506		346,654		96,996

IMPORTS.

Description of articles.	Ionian Islands.		Holland.		Turkey.		Total.		Total value.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	English measure.	Quantity.	
Herrings			2,430	$17,010			Barrels	5,550	$38,850
Fish			18,960	550			Quintals	366	1,650
Stockfish			9,480	276			do	184	826
Pilchards							Barrels	5,036	21,150
Salmon	50	$1,550					do	320	9,920
Iron							Tons	386	5,466
Iron work							do	7,376	144,232
Coals							do	52,790	345,774
Cottons							Packages.	922	4,652
Hardware	524	16,244			8	$232	do	4,388	130,252
Manufactures	10	470	18	846			do	4,948	226,956
Metals	50	286					do	940	8,838
Coffee					202	5,252	Sacks	5,466	141,568
Pepper	12	132					do	522	5,738
Spirits	38	3,040					Casks	1,838	147,040
Sugar			5,572	245,168			do	6,170	271,480
Indigo							do	28	5,202
Skins, raw					400	64	Numbers	8,520	1,362
Skins, tanned	300	180					do	2,320	1,392
Valonia	14,220	15,642			2,450	2,474	Tons	36,790	40,128
Wine	210	4,200					Packages.	1,462	29,240
Glaces							do	462	13,860
Lead							Casks	8,474	37,370
Paintings	4	20					Packages.	252	1,260
Drugs	12	420	26	910			do	850	28,490
Wool	1,592	70,048			1,230	54,120	Bales	4,122	181,380
Miscellaneous		24,230		7,120		9,180			140,41
Total		136,462		271,880		71,322			1,984,48

Statement showing the description, quantity, value, &c.—Continued.

EXPORTS.

Description of articles.	England.		France.		Austria.		Greece.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cream of tartar	440	$132,000	2	$600	81	$24,300		
Hemp	725,810	50,806			2,560	175	2,700	$189
Cordage					9,000	6,115		
Indian corn					125	687		
Wheat					1,390	12,510		
Flour and biscuit								
Beans			62	260				
French beans					73	365		
Iron-work							185	13
Bacon					982	78	580	46
Oak timber	2,573	28,303			256	2,816		
Walnut wood	1,445	7,036						
Male oak	695	4,998			148	1,380		
Manufactures					16	2,960	19	3,440
Bags	893,500	16,083	8,900	160				
Silk	527	6,897	613	6,440	198	2,078		
Silk husk knots	105	420	104	416	196	784		
Tallow	1,509	45						
Brimstone			1,790	53				
Rice							400	42
Skins, raw	1,100	220	109	20	105	21		
Skins, tanned	3,760	1,504			179	71	135	54
Miscellaneous		33,500		18,800		22,700		14,400
Total		281,812		26,749		77,040		18,184

EXPORTS.

Description of articles.	Ionian islands.		Holland.		Turkey.		Total.		Total value.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	English measure.	Quantity.	
Cream of tartar	3	$900	32	$9,600			Casks	558	$167,400
Hemp	2,800	196					Quintals	4,892	51,366
Cordage	3,000	2,036					do	80	8,151
Indian corn							Quarters	125	687
Wheat							do	1,390	12,510
Flour and biscuit	2,150	4,730					Quintals	14	4,730
Beans							Quarters	62	260
French beans	37	185					do	110	550
Iron-work	3,150	217					Quintals	22	230
Bacon	992	79					do	17	203
Oak timber							Pieces	2,829	31,119
Walnut wood			382	2,345			do	1,827	9,381
Male oak							do	843	6,378
Manufactures	17	3,120	18	3,280			Packages	70	12,800
Bags							Quintals	6,016	16,243
Silk			90	990			do	9	16,405
Silk husk knots							do	2	1,620
Tallow							do	10	45
Brimstone							do	12	53
Rice	1,350	40					do	12	82
Skins, raw							Number	1,314	261
Skins, tanned	280	112	145	58			do	4,499	1,799
Miscellaneous		17,900		16,600					123,900
Total		29,515		32,873					466,173

Return of vessels cleared and entered from and at the port of Ancona in 1862.

Nationality of vessels.	ENTERED.				CLEARED.			
	With cargoes.		In ballast.		With cargoes.		In ballast.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Italian	688	43,793	95	7,046	730	44,008	250	16,577
Austrian	366	68,810	18	1,086	216	47,693	233	21,398
British	117	74,490	1	210	65	52,835	51	15,870
French	9	3,049	.....	.....	8	2,573	7	3,500
Dutch	9	2,305	.....	.....	8	2,865	3	346
Ottoman	8	2,473	.....	.....	8	2,325	1	322
Greek	6	590	.....	.....	3	223	2	255
Ionian	3	146	1	108	4	337	.....	.....
United States	1	574	1	280	2	953	1	280
Prussian	3	1,114	.....	.....	1	220	2	894
Hanoverian	3	294	.....	.....	1	100	2	213
Norwegian	6	573	.....	.....	.....	.....	4	1,273
Danish	3	769	.....	.....	1	112	.....	.....
Swedish	2	867	.....	.....	.....	.....	1	837
Pontifical	3	287	.....	.....	2	271	.....	.....
Total	1,207	201,134	116	8,730	1,049	154,515	557	61,765

REMARK.—Of the Italian vessels, 936 were employed in coasting trade, namely: Entered with cargoes, 259; tons, 13,511. Entered in ballast, 85: tons, 5,018. Cleared with cargoes, 477; tons, 25,547. Cleared in ballast, 115; tons, 6,085. Vessels, 936; tons, 50,161.

TURKISH DOMINIONS.

CONSTANTINOPLE—C. W. GODDARD, *Consul General.*

DECEMBER 24, 1862.

* * * * * * * * * *

Kherson is, however, the principal port for the coasting trade of the western part of the Black sea, situated on the river Dnieper, some 44 marine leagues from its mouth, but not far from the head of the Lucian Dnieper, a very large estuary. About 750 craft find employment between Kherson and Odessa, and other ports in southern Russia, in exchanging Crimean salt and foreign coal, wine, fruit, oil, &c., (imported via Odessa,) for timber, grain, wool, and manufactures from the interior, to the value of nearly $3,000,000.

Bars at the different mouths of the Dnieper forbid sea-going vessels of large draught, and to the south of Cape Stanislaus a labyrinth of small reed-covered islands obstructs the navigation of the Dnieper. Near Kherson, however, the river is 2½ miles wide, with 50 feet of water. Hitherto, in the absence of a direct foreign trade, goods are usually sent to Kherson on account of Odessa merchants.

There are several ship-yards, ropewalks, and tallow factories; the tallow being exported to England, and other countries, and the cordage, &c., sent to Turkey and Greece, as well as to South Russia.

370,000 pounds of wool are annually washed and assorted at Kherson, half of which is merino, worth $1,500,000 This branch of industry employs some 3,000 or 4,000 persons, mostly women.

The wool ranks high, and part goes to Moscow, the remainder being exported via Odessa. A Russian company runs a line of steamers to Odessa and other ports on the Black sea.

Nicolaieff is on the river Bug, about 40 miles northeast from Kherson, and, like that port, near the head of a large estuary. I have not been able to obtain further reliable information touching Nicolaieff.

Statement showing the number and tonnage of American vessels entered and cleared at the port of Constantinople from September 30, 1858, *to September* 30, 1863, *inclusive.*

1859....	Number of vessels.....	26	Tonnage....	9,201
1860....	" "	39	"	13,183
1861....	" "	56	"	22,581
1862....	" "	76	"	28,569
1863....	" "	35	"	16,667

Tabular statement showing the description, quantity, and value of the imports at the port of Constantinople from the United States during the year ended September 30, 1863.

Description.	Quantity.	Value.
Rum.....galls....	353,051¼	$118,597 19
Alcohol.....do.....	133,006¼	64,212 23
Hardware.....pkgs....	322	3,581 18
Missionary goods.....do.....	68	2,517 22
Logwood.....tons....	100	2,217 60
Furniture.....cases....	17	1,521 25
Flat-irons.....do.....	150	1,145 00
Domestics, yds. 1,226, bbls. 6.....do.....	50	1,056 50
Coal oil.....galls....	1,250	612 30
Butter.....lbs.....	5,043	537 70
China ware.....cases....	2	500 00
Rubber shoes.....do.....	10	380 00
Electrical machines.....	.....	281 00
Glassware.....cases....	18	242 75
Bedsteads.....	14	216 00
Iron safe.....	1	130 00
Clocks.....cases....	5	120 00
Cheese.....lbs....	1,164	116 40
Hams.....do.....	636	63 60
Rivets.....boxes....	2	50 00
Crackers.....cases....	1	37 44
Books.....do.....	1	35 29
Varnish.....do.....	1	34 60
Molasses.....kegs....	8	33 52
Ink.....cases....	1	22 00
Patent kindlings.....do.....	1	12 39
Sundries.....	.....	1,166 82
Total value of imports.....	.....	199,439 98

Tabular statement showing the description, quantity, and value of exports from Constantinople to the United States during the year ended September 30, 1863.

Description.	Quantity.	Value.
Wool.....bales....	715	$26,371 39
Rags.....do....	838	4,941 95
Total value of exports.....	.....	31,313 34

Tabular statement showing the number, nationality, and tonnage of vessels entered at and cleared from the port of Constantinople during the year ended December 31, 1862.

Nationality.	Entered.		Cleared.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Turkey	9,129	458,502	8,186	347,451	17,315	805,953
Maldo-Wallachia	347	32,269	329	31,397	676	63,666
Samos	148	12,248	163	12,392	311	24,640
Servia	21	3,710	22	3,956	43	7,666
Total Ottoman	9,645	506,729	8,700	395,196	18,345	901,925
England	1,387	473,952	1,379	471,049	2,766	945,001
Ionian islands	488	76,894	474	75,790	962	152,684
Total British	1,875	550,846	1,853	546,839	3,728	1,097,685
Norway	284	71,760	271	70,284	555	142,044
Sweden	33	11,412	32	11,328	65	22,740
Total Sweden and Norway	317	83,172	303	81,612	620	164,784
Italy	2,040	626,409	2,107	616,477	4,147	1,242,886
Greece	3,358	568,510	3,225	546,270	6,583	1,114,780
Austria	1,219	469,491	1,207	466,152	2,426	935,643
Russia	652	215,520	659	216,933	1,311	432,453
France	429	143,836	423	142,144	852	285,980
Prussia	127	51,903	124	50,421	251	102,324
Mechlenburg	206	38,578	192	36,380	398	74,958
United States	64	23,737	65	24,083	129	47,820
Belgium	32	15,462	30	14,644	62	30,106
Holland	89	13,193	87	12,897	176	26,090
Hanse Towns	19	7,108	18	6,958	37	14,066
Hanover	46	4,408	46	4,338	92	8,746
Oldenburg	18	1,360	18	1,347	36	2,707
Brazil	2	696	2	696	4	1,392
Portugal	1	157	1	157	2	314
Total of all nations	20,139	3,321,115	19,060	3,163,544	39,199	6,481,659

ORDINANCE.

No. 589,831.] SUBLIME PORTE, BUREAU OF FOREIGN AFFAIRS,
July 6, 1862.

You are aware of the duty long collected of Turkish and foreign merchant vessels at this port under the name of "anchorage dues." Although this duty was designed to apply to merchant vessels generally, only the small sum of 6 piastres (26 cents) has hitherto been required from foreign merchantmen, while double that amount has been paid by our own vessels. Its application has also been limited to the port of Constantinople. In order to render this reasonable tax general and uniform, the government proposes to levy on all vessels in every port of the empire an anchorage duty of 12 piastres, (52 cents,) &c.

(Signed) AALI.

ORDINANCE.

No. 634,679.] SUBLIME PORTE, BUREAU OF FOREIGN AFFAIRS,
November 12, 1862.

The importation of books, pamphlets, periodicals, and daily publications into Turkey having very considerably increased, it was natural for the imperial government to devise means for subjecting them to a system of inspection in order to prevent the circulation of improper works. Consequently, orders have been given to all the authorities of the seaports and frontier towns of the empire to cause a preliminary examination to be made by special agents of all books and other publications, periodical or daily, which may be entered at the custom-houses. After this examination they are to allow the circulation of such works as do not appear injurious to the public order, while those adjudged calculated to pervert the mind and sow the seeds of disorder will be detained. I deem it superfluous to go into detail to demonstrate the lawfulness and the necessity of this measure, since most other nations have considered it their duty to apply it to their own territories.

(Signed) AALI.

ORDINANCE

Addressed the 29th of Rajeb, 1279 of the Hegira, (7th January, 1863,) to the direction of the customs:

The repose and security of the empire, and of all the population dwelling therein, require the prohibition of the commerce of arms and munitions of war, and the following arrangements are made respecting powder, cannons, arms of all sorts, and munitions of war, arriving hereafter from foreign lands, and of which the importation is formally forbidden, conformably with the treaties of commerce recently concluded with friendly powers:

1st. It is absolutely forbidden to import into the empire powder in grains of any kind and quantity, and for any motive whatsoever.

2d. The introduction of cartouches of powder, with or without balls, is equally interdicted.

3d. Nor may there be imported into the empire any kinds of cannons, mortars, howitzers, as well as their charges, such as bombs, bullets, case-shots, cartouches, and all sorts of projectiles, containing or not fulminating matters, balls of rifled guns, with or without bayonets, ordinary guns, carbines, pistols, lances, and saltpetre, used by troops and for warlike purposes. Exception is made in favor of sporting and other arms of luxury, and other weapons, such as sabres, swords, knives, and sporting powder in small quantities for private purposes.

4th. The articles prohibited afore-enumerated, which may be, from the present publication, introduced into the empire in quantities more or less great, will be confiscated and made over to the military magazines.

The prescriptions contained in the preceding articles will be, conformably with the decision of the imperial government, put in force in the custom-houses of the capital (Constantinople) and all over the empire from the date of the present ordinance.

DECEMBER 31, 1863.

I have the honor to communicate an additional rule to the system of rules for the consular courts in the Turkish dominions heretofore published. It relates to the fees of administration, and other proceedings connected with the estates of deceased American citizens in this empire. * * *

UNITED STATES LEGATION,
Constantinople, November 21, 1863.

SIRS: No rule having been provided for the fees of administration of the estates of deceased American citizens in the Ottoman empire, I have the honor, in pursuance of the act of Congress of July 22, 1860, to submit the following to your consideration. It will, as No. 115, form part of the rules for the consular courts heretofore published, when assented to, in the manner prescribed by the aforesaid act.

I have the honor to be, your obedient servant,

EDWARD JOY MORRIS.

C. W. GODDARD, Esq.,
United States Consul General.
JULIUS BING, Esq.,
J. A. JOHNSON, Esq.,
J. J. BARCLAY, Esq.,
United States Consuls, &c., &c.

RULE 115. Consuls shall require from executors filing wills and from persons applying for letters of administration a sufficient deposit.

And on filing the inventory a fee of one-half per cent. of the whole value of the estate, real, personal, and mixed, as sworn to therein, shall be paid to the United States, in full for all the proceedings connected with the probate or administration.

But when the estate does not exceed $2,000, the fee shall be $10.

EDWARD JOY MORRIS,
United States Minister Resident at the Sublime Porte.

Assented to. C. W. GODDARD, *Consul General.*

CONSTANTINOPLE, *November* 21, 1863.

Assented to, Smyrna, December 4, 1863—Julius Bing, United States consul; assented to, Beirût, December 14, 1863—J. Aug. Johnson, United States consul; assented to at Cyprus, December 18, 1863—J. Judson Barclay, United States consul.

SMYRNA—JULIUS BING, *Consul.*

FEBRUARY 14, 1863.

I have the honor of transmitting, for the use of the department and of parties in the United States interested in the matter to which it refers, copies of communications received from Mr. Hyde Clarke, vice-president of the imperial cotton commission for Anatolia, relative to agricultural implements. * * *

An American merchant of Smyrna has just received a supply of American cotton-gins, and it is gratifying to find that the demand for these and other

specimens of American industry is increasing in the same proportion as the increasing cotton culture. I trust that the documents above referred to will induce manufacturers and merchants in the United States to pay due attention to these opportunities.

The imperial commissioners are unremitting in their labors for the promotion of the growth of cotton in Asia Minor; a concession of 50,000 acres of land in the island of Cyprus has just been made to an Irish gentleman who proposes to introduce Irish laborers for the cultivation of cotton. This is one instance out of many, and hardly a week passes without some grants of land or some experiments being made for the same purpose.

I also transmit herewith the prospectus of the Asia Minor Company, just established at London, with a capital of £50,000, for the same purpose. The corporators estimate the forthcoming crop at 60,000 bales. This estimate agrees with that which I had the honor to submit to the department in my despatch No. 59, of December 1, 1862.

The estimate of the crop of 1863–'64 is 200,000 bales; and if the zeal now displayed in the increase of cotton cultivation should continue, I should not be surprised to see even that large estimate considerably exceeded.

No. 1.] SMYRNA, *February* 13, 1863.

SIR: Though I have individually several communications from you, yet there are such an accumulation of good offices on your part for promoting the prosperity of this country, that I feel more than a passing acknowledgment is due to you.

The ploughs and other instruments transmitted by you to the imperial cotton commission have been, by direction of his excellency the governor-general, placed in the great saloon of the Point stations of the Ottoman Imperial and Aiden railway, and have already been visited by many of our European agriculturists, and others connected with them, who are holders of large properties, and are interested in agricultural improvements.

It is the general opinion that the American implements solve the question of the introduction of iron ploughs, and that they will in the end supersede wooden ones, and lead to a vast trade in American implements.

Iron ploughs have often been introduced here, and have failed, because they were too cumbrous for the people, or because they required strong horses to draw them.

What we are trying to do is to get some European who can plough to instruct a Turk, and then we will send him into various parts of the interior to plough with the American plough against the wooden ploughs.

A little energy and organization on the part of American manufacturers will do a great deal. You know how American chairs and clocks, for instance, have penetrated into the country, and are to be seen in many parts of the interior, as stoves will soon be; and so, if a little trouble be taken to teach the people of the country, ploughs will be extensively used, because, being light, they can be carried upon the railway and distributed far and wide by camels.

In a meeting of the imperial cotton commission, held at the palace of government, his excellency Reshid Pasha, governor-general, took charge, at our request, of thanking you for the introduction of these implements, and of representing the matter to the Sublime Porte.

I have the honor to be, sir, your most obedient servant,

HYDE CLARKE,

Vice-President of the Imperial Cotton Commission for Anatolia, and Vice-President of the Imperial Commission for the appropriation of land for railway and other purposes.

Hon. JULIUS BING,

United States Consul, Smyrna.

No. 2.] SMYRNA, *February* 13, 1863.

* * * This is a very old country, and contrivances are rude and clumsy; yours is a new country, and your enterprises are rough and ready, whereas European implements demand an organization of labor and of resources such as we do not possess. The Americans, therefore, very successfully supply the West Indies and South America; and this is a market of the same kind, being a rude population and rude appliances.

Little adaptations may be wanted, as, for instance, to fit the ploughs to a bullock yoke; for, as you know, our implements are drawn by bullocks.

The American implements are light, strong, well made, and easily repaired by our country smiths. These qualities are well known in the ploughs and other implements you have transmitted to the imperial cotton commission, and which, by direction of his excellency the governor-general, are to be exhibited throughout our provinces.

I have the honor to be, sir, your most obedient servant,

HUGH CLARKE,

Vice-President of the Imperial Cotton Commission for Anatolia, &c., &c.

Hon. JULIUS BING,

United States Consul, Smyrna.

FEBRUARY 21, 1863.

The first Ottoman exhibition of articles produced and manufactured in this empire being about to be opened at Constantinople, I herewith transmit to the department a list of the articles which I understand have already been forwarded from the province of Smyrna for exhibition, as well as a list of those articles which, though not yet forwarded, have been suggested for that purpose.

Our authorities at Constantinople will no doubt inform you more fully of the character and the progress of this exhibition, which, as the first of the kind ever held in Turkey, cannot fail to have beneficial results for the commerce and industry of this country, and which must in course of time operate favorably upon the relations of Turkey with the United States and all other commercial nations.

The information which I have the honor to submit in the annexed lists tends to show the quiet industry and agricultural wealth of the province of Smyrna.

A list of the principal articles produced in the province of Smyrna and forwarded to the Ottoman exhibition at Constantinople by his excellency Reshid Pasha, governor-general: Grain, gums, and drugs; opium, valonia, cotton, marble, silver ores from the new silver mine of Mentesha and Scala Nova.

Articles proposed to be sent: Vermicelli, timber, upholstery, honey, and beeswax; various specimens of nuts, kareny, or cement stone; other specimens of building stones, limes and cement; fogia stone, specimens from the quarries on Mount Pion, (which in ancient times supplied the magnificent building material of Ephesus;) articles wrought from stone, dry tiles, water-pipes of clay, the local pottery of the interior; hematite iron, from which steel is made, from the mountains near Aideri; emery; specimens of copper, lead, silver lead, and antimonial silver, and some of the sands of Pactolus, the seat of the earliest gold diggings; specimens of ornamental plastering, iron doors, and window shutters, and various specimens of local ironmongery; specimens of the box trade, of which millions of boxes and drums are annually manufactured at Smyrna for packing figs.

FEBRUARY 21, 1863.

* * * Samos, one of the Turkish islands of the Archipelago, situated off the west coast of Asia Minor, about forty miles southwest of

Smyrna, is connected with the town of Scala Nova, or Echelle Nueva, by the gulf of the same name; and as Scala Nova is a short distance from the Ephesus railway station, that island may be now reached from Smyrna in about six hours. This proximity to railway communication with Smyrna will no doubt increase the commercial advantages of Samos, particularly as it is one of the most fertile islands of the Archipelago, covered with vineyards and olive groves, and exporting considerable quantities of oils and delicious muscadine wines.

I am informed that Samos wine was formerly exported to the United States; and I have no doubt that this branch of commerce is susceptible of renewed activity.

The mineral products comprise silver, iron, lead, and emery, together with marble.

The principal exports are raisins, oil, wine, brandy, cocoons, and origanum.

The chief imports are sulphur, ropes, salt fish, wood from Turkey, and of Turkish production; also coffee, sugar, rum, hardware, iron, and all kinds of manufactured goods, of European product, shipped from Smyrna and Constantinople; as well as staves, from Trieste, and various articles directly from other European ports.

Tabular statement showing the nationality, number, and tonnage of vessels entered at and cleared from Vathi, the port of Samos, during the year ended December 31, 1862.

Description.	Entered.		Cleared.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Turkish	162	11,030	189	12,110	361	23,140
Greek	29	2,438	24	1,860	53	4,298
Dutch	3	375	6	869	9	1,244
English	2	295	2	295	4	590
French	1	250	1	250	2	500
Ionian	.....	.....	5	210	5	210
Total	197	14,388	227	15,594	434	29,982

Tabular statement showing the description, and value in Turkish piasters, of the exports of Vathi, with names of countries where shipped, for the year ended December 31, 1862.

Countries to which exported.	Wine.	Oil.	Raisins.	Brandy.	Sundries.	Total.
Turkey	201,464	227,167	74,592	131,555	210,380	845,158
Europe	57,859	.....	.....	815	3,213	61,887
England	.....	112,055	22,220	.....	.....	134,278
Holland	.....	.....	100,000	.....	.....	100,000
Austria	.....	.....	103,880	.....	.....	103,880
France	.....	.....	58,800	.....	.....	58,800
Greece	37,086	.....	18,059	948	3,213	59,306
Total	296,409	339,222	377,581	133,318	216,806	1,363,306

Equal to about $265,000.

Tabular statement showing the description and value in Turkish piasters, of the imports of Vathi, with names of countries whence shipped, for the year ended December 31, 1862.

Countries whence imported.	Cereals.	Sundries.	Total.
From Turkey in Asia	325,294	.....	325,294
Turkey in Europe	.....	390,937	390,937
Greece	.....	180,000	180,000
Europe direct	.....	106,247	106,247
Total	325,294	677,184	1,002,478

Amounting to about $200,000.

SEPTEMBER 26, 1863.

I have the honor of enclosing a report on the cultivation of madder-root in this country, which would have been forwarded earlier, in compliance with your despatch No. 35, if it had not been necessary to communicate with the growers in the interior of Asia Minor.

I have taken much pains in collecting trustworthy information on the subject, and hope that its publication will prove beneficial to the cultivation of the root in the United States.

REPORT ON THE CULTIVATION OF MADDER-ROOT.

In choosing land for the proper cultivation of madder-root, a rich, cultivated, and well-drained soil must be obtained, as, in this case, the roots will yield a richer dye, and can be allowed to remain from six to seven years in the ground, producing from fifteen to twenty-five kintals* per danaum;† while in a low and damp situation they must be dug up in three years, as the quantity will gradually decrease and rot from that time.

Uncultivated and sandy soils must be avoided, as the product will barely cover the expense incurred. The average yield of an ordinarily good soil is about fifteen kintals per danaum. Rich soils have been known to produce thirty-five kintals per danaum.

During the months of June and July the land intended for madder is ploughed five times if it has already been cultivated; if not, eight or ten times.

The following spring the field is weeded and cleaned of shrubs, &c., and ploughed once more, when the seed is thrown broadcast into the ground, from the 20th of March to the end of April. One danaum of land (one-third of an acre) will require about six ayars or 35 okes of seed, about three-fourths of which is sown as above mentioned, and the ploughing or harrowing is repeated, when the remaining seed is thrown into the ground.

The land is then made smooth and even with the roller, and divided into ridges about a yard in width. If the field is situated on the side of a mountain, care must be taken to make the ridges in the direction of the slope, so as to allow for the proper carrying off the rain-water.

Great care is needed for the first year. When the plant sprouts the ridges must be well weeded three or four different times. Before the commencement of the rainy season, in September and October, the ridges are covered with a layer of earth, three or four inches thick, taken from the furrows.

* The kintal is a fraction over one cwt.
† The danaum is about equal to one-third of an acre.

The productive powe. of the soil can be augmented by placing a layer of manure upon the ridges.

The same operation is repeated the second year when the vegetation recommences, and the earth about the plants is loosened. The flowers then appear, and about the 20th of August the seed takes the shape of the black pepper. Then the plants are cut and stacked in a field for a week, after which they are carried away *early in the morning* to be threshed.

Should they be removed at midday there is danger of losing half the seed.

During the succeeding years the same directions must be followed—the weeding lasting from the beginning of March to the end of July, and the gathering of the seed as above.

The roots are dug up once in three or four years, according to the nature of the soil; if very fertile and rich, the roots may remain four or five years, when the digging may take place, to the depth of three pikes, or two yards.

In consequence of the removal of earth from the furrows, and its addition to the ridges, the height of the latter is usually about one yard at the time of the lifting of the crop.

The cost of the seed and work will amount to about two thousand Turkish piastres* per acre.

Madder-root is chiefly cultivated in the vicinity of Smyrna, Magnesia, and Kirkagatch.

The following are the principal varieties:

1st quality, Bakir (near Kirkagatch.)

2d quality, Cuggek.

3d quality, Yordes.

4th quality, Demissgek.

The total production in Asia Minor was estimated in 1858 at 50,000 bales. It has since increased considerably, and may be estimated at upwards of 80,000 bales, of three cwt. each.

In Syria (near Beirût) and in the island of Cyprus the root is likewise cultivated, and the product, which is of an inferior quality, (about 10,000 bales annually,) is brought to Smyrna for re-shipment.

The chief countries to which it is exported are England and France, and there are but few direct shipments to the United States.

The actual cost of the seed—for which the demand for exportation is increasing—is about 10 cents per lb.; best quality madder-root (best quality Bakir) about $12 per cwt.

Charges (free on board) about 7 per cent.

BEIRÛT—J. AUG. JOHNSON, *Consul.*

SEPTEMBER 30, 1863.

I have the honor to submit herewith a report on the commerce and navigation of the port of Beirût and its dependencies for the year 1862.

MOVEMENT OF COMMERCE AND OF NAVIGATION AT BEIRÛT.

The imports of Beirût in 1862 amounted to the sum of 46,521,000 francs; the exports to 31,279,000 francs; total, 77,800,000 francs, or about $15,560,000.

IMPORTS.

The imports consist principally of cotton tissues, of wool, silks, sugar, hardware, fancy articles, skins, leathers, comestibles, coffee, &c. England occupies

* 100 piasetrs are equivalent to $4 30.

the first rank in furnishing cotton goods. Of a total of 13,000,000 francs, she supplied to the amount of 9,460,000. France furnishes sugar, hardware, silk goods, skins and leather, coffee, and most of the less important articles.

Austria furnishes, by means of her Lloyds' steamers, cotton, silk, and woollen goods, sent from Constantinople and the coast, while she supplies directly the steel, ironmongery, and glassware, some hardware, drugs, comestibles, and fez caps of Trieste.

EXPORTS.

Beirût furnishes cocoons, silk of the European factories, cotton wool, madder-roots, manufactures from Europe, and re-exported for consumption along the coast, and ole ginous grains.

France stands first, not only as regards the extent of her operations, but also for the value of the products with which her vessels are laden, viz., cocoons and silk. England receives madder-roots and a small quantity of wool and tobacco. The Austrian Lloyds conduct a large part of the carrying trade for the coast of Syria, Asia Minor, and Constantinople. But one American vessel visited Beirût in 1862, whence it obtained a cargo of wool, owing, doubtless, to the danger incurred from rebel corsairs. It has been impossible to obtain information concerning the commerce of Turkey, Italy, Greece, and Russia. The commercial relations of those countries with Beirût are, however, unimportant. Turkey does but little of the carrying trade, and the flags of Greece and Italy are but seldom seen here. The steamers of the Imperial Russian Company do but little beside coasting between Alexandria and Odessa.

COMMERCE OF THE UNITED STATES WITH BEIRÛT.

It is still a cause for surprise that so little attention has been paid in the United States to the development of commercial relations with Syria. Rarely do more than two or three vessels, even in peaceful times, visit Syria from the United States; those obtain cargoes of wool, which find a ready and profitable sale in American markets at all times, but especially so since the demand for that article has been increased by the scarcity of cotton and the growing wants of the army and navy. These vessels generally leave their outward cargoes at some intermediate port, bringing to Beirût only small lots of furniture, lumber, clocks, rope, pimento, &c. From the gradual change perceptible in the habits of the Syrian people residing in towns, it may be inferred that the demand for the various articles of furniture necessary to the instalment of a family *á la franga*, will continue to increase; for, in proportion to the measure of his prosperity, the native Syrian replaces his cheap mat and rough divan with comfortable and costly furniture; and this change is constantly going on. Nearly all the products of Syria in cocoons and silk are sent to France, where they undergo a change of form previous to reshipment for the United States. Why may not the cocoons and raw silk of Syria go direct to the United States and undergo the necessary change of form in the hands of the American manufacturer? It is true that labor is cheaper in France, but the direct route would avoid the payment of French duties, transhipment, and commissions. England has thus far almost monopolized the importation of cotton goods into Syria. Is it necessary that the United States should leave to foreign competition a trade so important? This is a question which American merchants alone can answer. Formerly French manufactures were first in the markets of the Levant, owing to their superior quality and their guarantees against fraud, and the decline of the French trade is not due so much to any inferiority now, as to the introduction of analogous articles from Germany which can be delivered at a lower price; and, for the same reason, English cotton goods, although inferior in quality, are preferred to those of France. The people of Syria prefer a cheap

article to one of a higher price, no matter how much superior and more durable the latter may be. It may not be impossible, therefore, for American merchants to compete with foreign trade by adapting their manufactures in quality and price to this market. English houses find it profitable to send bales of remnants and inferior goods by steamers to Syria at low prices, contenting themselves with quick sales and small profits. The distance of America is, doubtless, the chief obstacle, but it is one that has been frequently overcome in more distant ports by the enterprise and energy of American merchants.

Beirût is annually increasing in commercial importance, and deserves attention on account of the door which it opens to the interior by means of the Damascus carriage road which is now in successful operation. The cultivation of cotton is gaining ground in Syria. France exported from Beirût, in 1862, 424,000 francs of cotton more than in 1861; but before Syria can take a high position as a producer of cotton additional encouragement must be given to the natives, and foreigners must be allowed to acquire a title to land.

Annexed hereto please find extracts taken from the reports of the United States consular agents at Tripoli, Latakiah, Messéne, Aleppo, Alexandretta, Sidon, Tyre, Acre, and Caipha, Damascus, and Aintab, also tabular statements of the imports, exports, navigation, freight, assurance, and currency of Beirût, together with an average price current for the year 1862.

American capital in Syria is principally invested in mission establishments, such as churches, printing presses, and schools. Machinery for the weighing and pressing of wool has been placed here to advantage by a Boston firm which deals in Syrian wool. In proportion as encouragement shall be given to agriculture, American agricultural implements may find a market, especially such as pertain to the cultivation of cotton.

Statement showing the description and value of the imports at Beirût and the names of the countries whence shipped during the year ended December 31, 1862.

Articles.	England.	Austria.	France.	Total.
	Francs.	*Francs.*	*Francs.*	*Francs.*
Coffee	8,000	.....	274,000	282,000
Charcoal and coal	424,000	.....	2,871,000	3,295,000
Leather and skins	3,000	.....	308,000	311,000
Provisions	126,000	586,000	492,000	1,204,000
Drugs and groceries	89,000	373,000	192,000	654,000
Iron, steel, and iron machines	288,000	313,000	403,000	1,004,000
Manufactures of cotton	9,375,000	2,460,000	1,305,000	13,140,000
Manufactures of wool	85,000	1,856,000	1,449,000	3,390,000
Hardware	183,000	308,000	805,000	1,296,000
Raw silk	.....	1,390,000	750,000	2,140,000
Silks	.....	216,000	736,000	952,000
Sugar	40,000	.....	1,398,000	1,438,000
Wines and liquors	22,000	.....	162,000	184,000
Divers	272,000	1,226,000	1,847,000	3,345,000
Groups	.....	5,730,000	8,156,000	13,886,000
Total by countries	10,915,000	14,458,000	21,148,000	46,521,000

NOTE.—It is impossible to obtain information with regard to other than the above countries, which are, however, the most important. The elements of these tables have been furnished by the manifests of vessels deposited in the respective consulates. The Turkish custom-house furnishes no information. The goods have been valued at the price current of the place, consequently after the payment of the custom-house duties.

Statement showing the description, value, and countries of destination of the exports from Beirût during the year ended December 31, 1862.

Articles.	England.	Austria.	United States.	France.	Total.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Alizarine	242,000	49,000	.....	7,000	298,000
Cereals	.....	54,000	.....	18,000	72,000
Cocoons	.....	480,000	.....	1,415,000	1,895,000
Cotton	.....	48,000	.....	477,000	525,000
Sponges	.....	.....	.....	24,000	24,000
Dried fruits	3,000	235,000	.....	.....	238,000
Wool	2,000	25,000	48,000	162,000	237,000
Manufactures and silks	.....	4,696,000	.....	1,817,000	6,513,000
Skins and leather	2,000	48,000	.....	178,000	228,000
Silk	.....	1,000,000	.....	6,085,000	7,085,000
Tobacco	12,000	315,000	.....	17,000	344,000
Divers	14,000	658,000	.....	259,000	931,000
Packages of money	.....	7,004,000	.....	5,885,000	12,889,000
Total by countries	275,000	14,612,000	48,000	16,344,000	31,279,000

Statement showing the number, tonnage, and the countries of origin and destination of vessels of all nationalities entered and cleared from Beirût during the year ended December 31, 1862.

Country of production and destination.	Entries by nationalities.						Total of entries.		Departures by nationalities.						Total departures.		Total entries and departures.	
	Turkish.		Country of production.		Other countries.				Turkish.		Country of destination.		Other countries.					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
England	.....	.....	47	14,397	2	361	49	14,758	.....	.....	4	532	.....	.....	4	532	53	15,290
Austria	.....	.....	3	519	.....	.....	3	519	.....	.....	2	314	.....	.....	2	314	5	833
France	.....	.....	34	6,001	1	166	35	6,167	.....	.....	1	128	.....	.....	1	128	36	6,295
Turkey	Un known.		.....	.....	200	127,363	200	127,363	Un known.		.....	.....	297	152,705	297	152,705	497	280,068
Other countries	.....	.....	.....	.....	17	4,872	17	4,872	.....	.....	.....	.....	.....	.....	.....	.....	17	4,872
Total	.....	.....	84	20,917	220	132,762	304	153,679	.....	.....	7	974	297	152,705	304	153,679	608	307,358

Statement—Continued.

Country of production and destination.	Entry of vessels by nationalities.								Total entries.		Departure of vessels by nationalities.								Total departures.		Total entries and departures.	
	French.		English.		Austrian.		Russian.				French.		English.		Austrian.		Russian.					
	No.	Ton'age.	No.	Ton'age.	No.	Ton'age.	No.	Ton'age.	No.	Tonnage.	No.	Ton'age.	No.	Ton'age.	No.	Ton'age.	No.	Ton'age.	No.	Tonnage.	No.	Tonnage.
England	2	361	....	.....	....	.....	....	.....	2	361	....	.....	....	.....	....	.....	....	.....	....	.....	2	361
Austria	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
France	....	.....	1	166	....	.....	....	.....	1	166	....	.....	....	.....	....	.....	....	.....	....	.....	1	166
Turkey	69	47,469	20	12,166	59	25,628	52	41,600	200	126,863	109	54,626	76	30,639	60	25,843	52	41,600	297	152,708	497	279,571
Other countries	5	933	12	3,939	....	.....	....	.....	17	4,872	....	.....	....	.....	....	.....	....	.....	....	.....	17	4,872
Total	76	48,763	33	16,271	59	25,628	52	41,600	220	132,262	109	54,626	76	30,639	60	25,843	52	41,600	297	152,708	517	284,970

REMARKS.—From the two tables of navigation it results that England has had, in 1862, at Beirût, 80 vessels to enter and depart; of the entries, 47 had cargoes and 32 in ballast; of the departures, 6 had cargoes, 28 departed with a portion of their original cargoes, and 46 departed in ballast.

Of the 110 French vessels, 63 were steamers and 47 sailing vessels entering; all had cargoes, but 10 sailing vessels, measuring 1,773 tons, arrived empty; in departing, there were 30 sailing vessels in ballast, in all about 6,000 tons.

Austrian vessels: entries, 61 with cargoes, 1 empty; departures, 55 with cargoes, 7 empty.

Russian vessels have in general but a portion of their cargo both in entry and departure.

Statement showing the rates of freight and marine assurances at Beirût during the year ended December 31, 1862.

FREIGHT.

American sailing vessels: 50 cents per cubic foot, (war price;) from 20 to 30 cents, (peace.)

European steamers: 1st class, (rich merchandise, silk, cochineal, &c., &c.,) 40 francs the 100 kilogrammes; 2d class, (cotton in bales, leather, pressed wool, tobacco, fruits, &c., &c.,) 20 francs the 100 kilogrammes; 3d class, (grains, madder roots, metals, (crude,) sugar, &c., &c.,) 10 francs the 100 kilogrammes; 4th class, (merchandise of encumbrance,) 60 francs the cubic metre.

Sailing vessels: freight of a vessel of 150 tons for the Mediterranean, for importation, 4,000 francs; for exportation, 8,000 francs.

ASSURANCES.

European steamers: $\frac{3}{8}$ per cent. for the summer, and $\frac{1}{2}$ per cent. for winter.

Sailing vessels: $\frac{1}{4}$ to $\frac{1}{2}$ per cent.

American sailing vessels, (1863:) common, $\frac{1}{2}$ per cent.; war risk, 3 per cent.

Statement showing the description, value, and country of production of the imports at Tripoli (Syria) during the year ended December 31, 1862.

Countries of production.	Grain.	Rice.	Soda.	Wood.	Sugar.	Iron.	Hides.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
France	.....	.....	.....	.....	60,000	6,000	.....
England	.....	.....	.....	.....	.....	.....	.....
Italy	.....	.....	.....	.....	.....	.....	.....
Turkey	.....	.....	.....	87,000	.....	.....	.....
Egypt	.....	250,000	3,000	.....	.....	.....	4,000
Total value in francs	.....	250,000	3,000	87,000	60,000	6,000	4,000
Total quantity in kilogrammes	.....	420,000	15,000	.....	.....	7,000	.....
Total quantity previous year	3,855,000	306,000	330,000	.....	.....	5,000	.....
Decrease	.....	114,000	.....	.....	.....	2,000	.....
Increase	3,855,000	.....	315,000	.....	.....	.....	.....

Statement showing the description, value, &c.—Continued.

Countries of production.	Silk.	Cloth.	Fruit.	Sundries.	Salt.	Coffee.	Total value.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
France	.....	30,000	.....	10,000	.....	15,000	121,000
England	.....	.....	.....	.....	.....	.....	.....
Italy	.....	.....	.....	5,000	.....	.....	5,000
Turkey	90,000	.....	11,000	13,000	83,000	.....	284,000
Egypt	.....	.....	.....	6,700	.....	.....	263,700
Total value in francs	90,000	30,000	11,000	34,700	83,000	15,000	673,700
Total quantity in kilogrammes	2,250	.....	.....	.....	83,000	7,500	.....
Total quantity previous year	.....	.....	.....	.....	1,500,000	16,000	.....
Decrease	2,250	.....	.....	.....	.....	.....	.....
Increase	.....	.....	.....	.....	1,417,000	8,500	.....

Statement showing the description, value, and country of destination of the exports from Tripoli (Syria) during the year ended December 31, 1862.

Country of destination.	Grains.	Fruits.	Raisins.	Sponge.	Farinas.	Woollens.	Soap.
France	350, 500	.....	10, 000	2, 080, 000	.....	200, 000	.....
England	457, 000	.....	.....	.....	.....	.....	.....
Italy	140, 000	.....	16, 000	.....	.....	20, 000	.....
Turkey	700, 000	230, 000	.....	100, 000	123, 000	12, 000	320, 000
Egypt	.....	8, 000	.....	.....	.....	.....	80, 000
Total values	1, 647, 500	238, 000	26, 000	2, 180, 000	123, 000	232, 000	400, 000
Total quantities in kilogrammes in 1862	8, 237, 500	1, 190, 000	320, 000	43, 600	245, 000	200, 000	400, 000
Total quantities in kilogrammes in 1861	3, 600, 000	400, 000	12, 000	17, 000	444, 000	290, 000	212, 000
Excess	.....	.....	.....	.....	.....	.....	188, 000
Deficit	.....	.....	.....	.....	199, 000	90, 000	.....

Country of destination.	Silk.	Tobacco.	Tissues.	Alizaris.	Cocoons.	Miscellaneous.	Total values.
France	60, 000	.....	.....	.....	300, 000	10, 000	3, 010, 500
England	.....	.....	.....	.....	.....	.....	457, 000
Italy	.....	.....	.....	.....	.....	.....	176, 000
Turkey	60, 000	2, 200	150, 000	32, 500	.....	76, 000	1, 805, 700
Egypt	1, 000, 000	400, 000	132; 000	.....	.....	24, 000	1, 644, 000
Total values	1, 120, 000	402, 200	282, 000	32, 500	300, 000	110, 000	7, 093, 200
Total quantities in kilogrammes in 1862	28, 000	201, 100	.....	8, 000	10, 000	.....	.....
Total quantities in kilogrammes in 1861	9, 400	192, 000	.....	40, 000	.....	.....	.....
Excess	18, 600	9, 100	.....	.....	.....	.....	.....
Deficit	.....	.....	.....	32, 000	.....	.....	.....

Statement showing the number and tonnage of vessels of all nations entered and cleared at the port of Tripoli during the year ended December 31, 1862.

ENTRIES.

Country of production and destination.	NATIONALITIES.						Total of entries	
	Turkey.		Country of production.		Other countries.			
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
France	.....	.....	.....	.....	.....	.....	.....	.....
England	.....	.....	.....	.....	.....	.....	.....	.....
Turkey	353	28, 370	.....	.....	126	37, 000	479	65, 370
Total	353	28, 370	.....	.....	126	37, 000	479	65, 370
Total of previous year	410	29, 000	3	1, 000	144	46, 200	557	76, 200
Decrease	57	630	3	1, 000	18	9, 200	78	10, 830

Statement—Continued.

DEPARTURES.

Country of production and destination.	NATIONALITIES.						Total of departures.		Total of entries and departures.	
	Turkey.		Country of destination.		Other countries.					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
France	.....	.....	2	364	.....	.....	2	364	2	364
England	.....	.....	9	1,950	.....	.....	9	1,950	9	1,950
Turkey	328	23,200	.....	.....	122	36,000	450	59,200	929	124,570
Total	328	23,200	11	2,314	122	36,000	461	61,514	940	126,884
Total of previous year	348	24,600	3	1,000	138	40,200	489	65,800	1,046	142,000
Increase	.....	.....	8	1,314	.....	.....	.....	.....	.....	.....
Decrease	20	1,400	.....	.....	16	4,200	28	4,286	106	15,116

Statement showing the number of vessels which entered and departed from the port of Tripoli during the year 1862, *together with their nationality, tonnage, number of crews, and value of cargoes.*

Nationality of vessels.	ENTERED.					CLEARED.				
	No. of vessels.	Tons.	Crews.	Value in £ sterling.	Value in dollars.	No. of vessels.	Tons.	Crews.	Value in £ sterling.	Value in dollars.
British	19	1,063	121	20,000	96,800	16	869	99	15,000	72,600
Ottoman	69	6,185	660	16,100	77,924	65	5,870	615	13,000	62,920
Austrian	2	240	21	2,000	9,680	2	240	21	1,200	5,808
Italian	42	2,463	398	5,000	24,200	41	2,383	391	27,000	130,680
Greek	2	195	18	1,000	4,840	2	195	18	1,500	7,260
Jerusalem	1	65	6	800	3,872	1	65	6	800	3,872
Tunisian	10	760	75	3,600	17,424	9	685	68	8,200	39,688
Total	145	10,971	1,299	48,500	234,740	136	10,307	1,218	66,700	322,828

Statement showing the description and value in francs of the imports at Latakeea, together with the names of the places or countries whence made, from October 1, 1862, *to September* 20, 1863.

Articles imported.	By steamers and sailing vessels.	From what place.	Value in francs.
Sugar	French steamers	Marseilles	24,000
Do	French sailing vessels	do	8,000
Coffee	do	do	70,000
English manufactures	do	Beirût	250,000
Rice	do	Egypt	60,000
Leathers and skins	do	do	60,000
Total in francs			472,000

Statement showing the description, quantity, value in francs, and place or country of destination of the exports from Latakeea from October 3, 1862, to September 20, 1863.

Articles.	Quantity.	By sailing vessels and steamers.		Destination.	Value in francs.
Cotton	Okes of Constantinople	136,593	French steamers	Marseilles	478,075½
Do	do	37,000	English steamers	Liverpool	129,500
Sesame seed	do	271,495	French steamers and sailing vessels	Marseilles	160,000
Grains de ricins	do	34,603	do	do	14,000
Corn	Kilo of Constantinople	20,704	Austrian steamers	Italy	46,000
White maize	do	36,500	English steamers	England	100,000
Wheat	do	24,000	Maltese and Austrian	Malta	43,000
Sponges				France	28,000
Woad	Cargo	30	Arab boats	Alexandria, Egypt.	90,000
Wool	Okes	26,800	French steamers	France	40,200
Total					1,128,775½

Approximate summary of goods shipped from the ports of Messéne and Karadaqh for the year 1862.

Articles.	Measure and weight.	To England.	To France.	To Russia.	To Turkey.	To Italy.	Total.	Equivalent in piasters.
Wheat*		39,000	80,000		115,000	48,000	218,000	4,170,000
Barley		32,000	20,000		60,000		112,000	1,000,800
Maize		40,000			5,000		45,000	450,000
Sesame seed	Okes		2,900,000		10,000		3,200,000	9,600,000
Castor oil seed	do		50,000			17,200	67,200	168,000
Cotton	do	400,000	1,500,000	900,000	800,000	10,000	3,210,000	39,240,000
Wool	do		84,050	25,000	74,000		183,000	1,281,000
Madder root	do	30,000			50,000		80,000	360,000
Beeswax	do		13,000	10,000	9,000	2,000	30,000	750,000
Tobacco	do				2,000		2,000	20,000
Worked copper	do				50,000		90,000	1,600,000
Yellow berries	do		57,000		23,000		80,000	800,000
Leeches	do		10,000				10,000	800,000
Skins, (divers)	do		20,000		10,000		30,000	150,000
Carpets	Number				9,400		9,400	540,000
Timber†	Cargoes				40		40	1,950,000
Firewood	do				30		30	30,000
Silk	Okes				500		500	75,000
Sundries	do							500,000
Total								62,484,800

* A large quantity of corn of this year's product remains hitherto unsold, which will have to be mixed with that of the next crop.

† The greater portion of timber shipped for the Suez canal in Egypt.

Tabular statement showing the description, quantity, and value of the imports at Messene, and the countries whence made, during the year ended December 31, 1862.

Articles.	England.	France.	Switzerland.	Greece.	Russia.	Turkey.	Total.	Equivalent in piasters.
Coffee ..... bags..	.....	13,000	.....	.....	.....	2,000	15,000	7,500,000
Sugar ..... barrels..	.....	3,000	.....	.....	.....	.....	3,000	2,000,000
Manufactures .... packages..	5,000	1,000	1,000	.....	.....	1,000	8,000	40,000,000
Indigo ..... cases..	20	.....	.....	.....	.....	.....	20	170,000
Drugs ..... value..	.....	120,000	.....	.....	.....	.....	120,000	120,000
Iron ..... do....	100,000	250,000	.....	.....	.....	120,000	470,000	470,000
Glass-work .... do.... / Earthenware ..... do....	100,000	26,000	.....	.....	.....	26,000	152,000	152,000
Tanned hides ..... bales..	.....	.....	.....	1,000	200	300	1,500	2,160,000
Tin .. .. cases..	100	.....	.....	.....	.....	.....	100	20,000
Liquors ..... value..	.....	18,000	.....	119,000	.....	335,000	472,000	472,000
Colonials ..... do....	45,000	400,000	.....	.....	.....	.....	445,000	445,000
Soap ..... bags..	.....	.....	.....	.....	.....	15,000	15,000	7,500,000
Tobacco ..... packages..	.....	.....	.....	.....	.....	300	300	180,000
Dry fruits ..... value..	.....	.....	.....	16,000	.....	450,000	466,000	466,000
Rice ..... bags..	.....	300	.....	.....	.....	40,000	40,300	360,000
Salt fish ..... barrels..	.....	.....	.....	30	.....	50	80	16,500
Olive oil .. barrels and skins..	.....	.....	.....	.....	.....	240	240	120,000
Sundries ..... value..	1,200,000	1,300,000	100,000	700,000	50,000	1,250,000	3,970,000	3,970,000
Total piasters	.....	.....	.....	.....	.....	.....	.....	66,121,600

Almost all manufactures that come from England, France, and Switzerland are received indirectly either through Smyrna or Constantinople, Beirût or Alexandria. The chief liquors are wine and spirits from Cyprus.

ALEPPO—J. DE PICCIOTTA, *Vice-Consul.*

NOVEMBER 27, 1862.

The commercial movements of our place during the year ended December 31, 1862, has turned almost exclusively this year upon three articles. The cottons come in the first rank, and play the principal character, in consequence of the unhappy civil war in the United States. The cotton culture prospers prodigiously in every part of the Ottoman empire, the cultivation being encouraged by the prompt and advantageous return which this production finds, and especially by the facilities and encouragements which the local government gives them, and by the action of England, which excites the avidity of the cultivators, in giving them gratuitously the grains for such as resemble the cottons. During the past year the cottons of our vicinity have been sold to this time for 1,500 piasters the quintal of two hundred okes. By degrees the prices have advanced, and sales have been made for even two thousand five hundred piasters per quintal.

The crop of this year in the Pachalic of Aleppo is not abundant, from the ravages of the locusts, which have been so extensive that, by an approximate estimate, the crop of this year will not exceed two thousand quintals of good quality. This article commands at present from 2,800 to 3,000 piasters the quintal, according to quality. It is necessary to add to this about 400 piasters to put it aboard ship. The greater part of the crop has been bought up by our merchants with the intention of forwarding to Marseilles.

Wool, both washed and unwashed, has not had less success than the cottons. In the outset the unwashed wool was sold at 1,600 piasters, and the washed at 3,000 per quintal. Afterwards both descriptions took such a flight that they found purchasers, the former at 2,000 and the latter at 4,000 piasters. It is current that the heavy demand coming from Europe has been the cause of this great advance. The whole of Aleppo and its environs has produced this year about 2,500 quintals of unwashed wool. Mesopotamia has also furnished us about five thousand quintals of washed wool, all of which has been exported to Marseilles, where they found a rapid and advantageous sale. The English manufactures constitute always the principal resource of our place, and supply our bazars. It is incredible that these manufactures are sold at a profit of 30 per cent. on delivery, now that our place is nearly destitute of merchandise, for gradually they are carried off by the retailers, the merchants generally not venturing to store in their warehouses while they apprehend a sudden fall in all kinds of cotton. England has also furnished us about 500 barrels of sugar, of copper in plates, and iron in bars. France also has furnished her contingent of sugar, coffee, and cloths. The manufactures of Switzerland, the principal of which consists in handkerchiefs called yasma, have not greatly figured this year in our bazars, because they present greater adaptation to the European market on account of the high price of cotton. The crop of nutgalls has been abundant; the prices, consequently, have sensibly yielded in our market. Nutgalls at this time are worth from 2,500 to 3,000 piasters the quintal, (quality black and fresh) and payable in sterling livres in proportions of 145 piasters. But they have somewhat been dropped on account of the difficulty of making sales in the European markets. From an approximate estimate the crop of this year will give more than 3,000 quintals. To the present there have arrived only about 200 quintals, but we are daily expecting a large caravan freighted with a great quantity.

The crop of cereals compared with that of the previous year was comparatively moderate. The exportation of these commodities has been almost nothing.

The totals of the year have been sufficiently fruitful in good results both in the exports and imports, and our old merchants will hardly remember to have seen such animation and activity in the market of Aleppo; a year which will constitute an epoch in the commercial annals of our city.

Statement showing the description, quantity, value, and countries whence derived, of the imports at Sidon during the year ended December 31, 1862.

Country of origin.	Rice.				Leather and skins.	Persian silk.	Coffee.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Egypt	280,000	6,000	45,000	20,000	50,000	.....	15,000
Beirût	.....	.....	.....	.....	.....	80,000	10,000
Cyprus	.....	.....	.....	.....	.....	.....	.....
Tripoli	.....	.....	.....	.....	.....	.....	.....
Damascus	.....	.....	.....	.....	.....	.....	.....
Aleppo	.....	.....	.....	.....	.....	.....	.....
Tyre	.....	.....	.....	.....	.....	.....	.....
St. Jean d'Acre	.....	.....	.....	.....	.....	.....	.....
Jaffa	.....	.....	.....	.....	.....	.....	.....
Greek islands	.....	.....	.....	.....	.....	.....	.....
Total values, francs	280,000	6,000	45,000	20,000	50,000	80,000	25,000
	Kilo.	*Pieces.*	*Pieces.*	*Pieces.*	*Pieces.*	*Kilo.*	*Kilo.*
Total quantities	756,000	15,000	13,000	7,000	3,500	2,800	12,000

Statement showing the description, quantity, value, &c.—Continued.

Country of origin.	Sugar.		Salt.	Cochineal.	Indigo.	Indicum.	Cloths.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Egypt	.....	.....	30,000	.....	.....	.....	.....
Beirût	20,000	15,000	25,000	8,000	10,000	140,000	30,000
Cyprus	.....	.....	70,000	.....	.....	.....	.....
Tripoli	.....	.....	.....	.....	.....	.....	.....
Damascus	.....	.....	.....	.....	.....	.....	.....
Aleppo	.....	.....	.....	.....	.....	.....	.....
Tyre	.....	.....	.....	.....	.....	.....	.....
St. Jean d'Acre	.....	.....	.....	.....	.....	.....	.....
Jaffa	.....	.....	.....	.....	.....	.....	.....
Greek islands	.....	.....	.....	.....	.....	.....	.....
Total values, francs	20,000	15,000	125,000	8,000	10,000	140,000	30,000
	Kilo.	*Kilo.*	*Kilo.*	*Kilo.*	*Kilo.*	*Pieces.*	*Metres.*
Total quantities	20,000	33,000	4,000,000	1,000	600	10,000	3,000

Statement showing the description, quantity, value, &c.—Continued.

Country of origin.	Calicoes.	Cotton "filo."	Tarbouches.	Spices.	Grain.	Divers articles.	Totals of values by flags.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Egypt	.....	.....	.....	.....	.....	250,000	696,000
Beirût	200,000	20,000	25,000	50,000	.....	200,000	833,000
Cyprus	.....	.....	.....	.....	.....	50,000	120,000
Tripoli	.....	.....	.....	.....	20,000	20,000	40,000
Damascus	.....	.....	.....	20,000	.....	50,000	70,000
Aleppo	.....	.....	.....	.....	.....	10,000	10,000
Tyre	.....	.....	.....	.....	.....	5,000	5,000
St. Jean d'Acre	.....	.....	.....	.....	40,000	20,000	60,000
Jaffa	.....	.....	.....	.....	.....	15,000	15,000
Greek islands	.....	.....	.....	.....	.....	50,000	50,000
Total values, francs	200,000	20,000	25,000	70,000	60,000	670,000	1,899,000
	Pieces.	*Packages.*	*Dozen.*				
Total quantities	14,000	1,200	900	.....	.....	.....	.....

Statement showing the description, quantity, and value of the exports from the port of Sidon, together with the names of countries where shipped, during the year ended December 31, 1862.

To what countries.	Smok'g tobacco.	Silk.	Uncleaned silks.	Oil.	Cocoons.	Wheat.	Skins.	Goat skins.	Oranges.	Citrons.	Bananas.*	Apricots.	Pomegranates.	Dry figs.	Herbage and dry fruit.	Differe't articles.	Tot'l values by countries.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Cairo	350,000	40,000	20,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80,000	20,000	510,000
Alexandria	250,000	25,000	10,000	.....	.....	.....	2,000	.....	.....	.....	.....	500	1,500	2,000	11,000	20,000	322,000
Damietta	23,000	10,000	20,000	.....	.....	.....	2,000	.....	.....	.....	.....	500	1,000	3,000	10,000	15,000	84,500
Beirût	50,000	35,000	80,000	10,000	210,000	8,000	3,000	5,000	15,000	7,000	5,000	1,000	7,000	1,000	1,000	20,000	458,000
Damascus	.....	15,000	15,000	.....	.....	.....	.....	.....	8,000	5,000	1,000	.....	.....	.....	.....	15,000	59,000
Aleppo	.....	5,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,000	10,000
Smyrna	.....	10,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,000	20,000
Constantinople	.....	22,000	.....	.....	.....	.....	.....	.....	.....	.....	2,000	.....	.....	.....	.....	10,000	34,000
Cyprus	.....	8,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,000	18,000
Jaffa	.....	4,000	.....	.....	.....	.....	1,500	.....	.....	.....	.....	.....	.....	.....	.....	5,000	10,500
Acre	.....	3,000	.....	.....	.....	.....	1,500	.....	.....	.....	500	2,000	.....	.....	3,000	5,000	15,000
Soor	.....	2,000	.....	.....	.....	.....	1,500	.....	1,500	.....	500	1,500	1,000	.....	2,000	5,000	15,000
Greek islands	.....	9,000	.....	.....	.....	.....	.....	.....	4,000	15,000	.....	.....	.....	.....	5,000	15,000	48,000
Mount Lebanon	.....	2,000	.....	.....	.....	.....	.....	.....	10,000	2,000	500	10,000	5,000	.....	.....	25,000	54,500
Total value	673,000	190,000	145,000	10,000	210,000	8,000	11,500	5,000	38,500	29,000	9,500	15,500	15,500	6,000	112,000	180,000	1,658,500
	Kilo.	*Kilo.*	*Kilo.*	*Kilo.*	*Kilo.*	*Kilo.*	*Pieces.*	*Pieces.*	*Pieces.*	*Pieces.*	*Kilo.*	*Kilo.*	*Kilo.*	*Kilo.*			
Total quantities	415,900	3,350	2,050	9,450	50,000	8,000	4,000	4,500	4,500,000	3,500,000	25,000	245,000	12,000	30,500	.....	.....	.....

Tabular statement showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Sidon for the year ended December 31, 1862.

Nationality.	Entered.								Cleared.								Grand total.	
	Turkish.		Countries, provincial.		Countries, foreign.		Total.		Turkish.		Countries, provincial.		Countries, foreign.		Total.			
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Ottoman empire	.....	.....	610	8,950	.....	.....	610	8,950	.....	.....	570	8,200	.....	.....	570	8,200	1,180	17,150
Egyptian	52	5,122	.....	.....	.....	.....	52	5,122	52	5,122	.....	.....	.....	.....	52	5,122	104	10,244
Greek	2	252	.....	.....	.....	.....	2	252	2	252	.....	.....	.....	.....	2	252	4	504
Total Ottoman	54	5,374	610	8,950	.....	.....	664	14,324	54	5,374	570	8,200	.....	.....	624	13,574	1,288	27,898
Total previous year	63	6,650	660	8,100	2	720	723	13,470	63	4,650	615	7,300	3	750	681	12,670	1,407	26,140
Difference { More	.....	.....	.....	850	.....	.....	.....	854	.....	724	.....	900	.....	.....	.....	904	.....	1,758
Difference { Less	9	1,276	50	.....	2	720	59	.....	9	.....	45	.....	3	750	57	.....	119	.....

ADANA—A. DEBBAS, *Consular Agent.*

The commerce for this province during the last few years has been greatly improving. About fifteen years ago not a single cargo was shipped wholly from Europe, nor scarcely a European ship visited any of its ports. Since the Crimean war this country has been better known to merchants and commissioners, who came from different parts of Turkey and settled here; thus producing agricultural prosperity on a large scale. Added to these advantages, two steamers of the French and Russian steamboat companies touch regularly every week at the port of Messene. There are other French and British steamers that visit us irregularly, and ship large cargoes of goods for Marseilles and Liverpool. Our commercial development has arrived to such a point that yearly about thirty French, fifteen English, and thirty merchantmen of other nations are chartered abroad and sent directly to Messene to load full cargoes for Europe, and about one hundred and fifty ships, either Turkish or Greek, freighted on the spot for Turkey. Enclosed are two tables showing the imports and exports of 1862. Transportation is effected by means of camels or carts drawn by buffaloes. Freight varies, and depends on the number of camels at hand and the abundance of crops. In winter the roads are often impassable from mud in the plains and snow on the mountains, (Taurus,) from which frequently results great loss to merchants, whose ships are compelled often to wait many days for cargoes in the open bay of Messene. The native merchants of this province have petitioned the Sublime Porte with the view of constructing a railway between Messene, Tarsus, and Adana. No answer has yet been received, but it is reported that the Porte is about to send an engineer to make the necessary survey and estimates. A cotton agricultural company was about to be formed in England for draining and cultivating an extensive marsh which lies between Tarsus and Messene, covering about 40,000 acres of land, which it was supposed would be granted to the company; but the Turkish government refused to make any cession of land to foreigners, and decided to drain the land on its own account. Owing to the advanced prices of cotton, caused by the American war, the cultivation of that staple has been greatly stimulated here, to the great advantage of this province.

Statement showing the description of exports from the port of Tyre during the year 1862.

Articles.	Quantity.	Price.	Where sent.
Wheat	25,000 kilos	27 piasters	Beirût.
Barley	50,000 kilos	8¾ piasters	Egypt.
Lentiles	15,000 kilos	25 piasters	Beirût.
Peas	23,000 kilos	20 piasters	Beirût.
Corn	10,000 kilos	11 piasters	Beirût.
Indian corn	5,000 kilos	11 piasters	Beirût.
Sesamum seed	2,000 kilos	43 piasters	Europe.
Figs	1,000 cantars	200 piasters	Tarsus and Egypt.
Charcoal	20,000 cantars	57½ piasters	Beirût.
Wood	10,000 cantars	13 piasters	Beirût.
Tobacco	1,500 cantars	60 piasters	Egypt.
Stones	75,000 pieces	.....	Beirût.
Millstones	2,500 pieces	500 piasters	Egypt.
Timber	2,000 pieces	1½ piaster	Egypt.

CYPRUS—J. JUDSON BARCLAY, *Consul.*

SEPTEMBER 20, 1863.

I have the honor to transmit to you the accompanying general report upon the island of Cyprus. * * * * *

POPULATION.

In ancient times the population of Cyprus is said to have been two millions, and the number does not seem to have been exaggerated. At the time of the Turkish conquest it had about 400,000. In the time of the Lusignant it was probably much greater. Under Turkish rule it continued to decrease. Marite, writing in 1791, states it to be then only 40,000. Sorrenne, ten years later, estimates it at 60,000. Clarke places it at the same number in his time. In 1840 the population numbered only 100,000. Between that year and the present it has about doubled itself.

Various causes may be assigned for this sudden and rapid increase; the most evident are the disappearance of the plague, which was always a cause of great mortality in Cyprus, the introduction of vaccine, and consequent comparative freedom from small-pox, and the justice and more equitable system which has replaced the rapacious and arbitrary system pursued previous to this period. * * * * * *

NICOSIA.

In the midst of the plain which bears its name, and nearly in the centre of the island, is the town of Nicosia, called also Lefkoria, which, from the time of the Lusignant, has been the capital of Cyprus. It is walled, and presents a very picturesque appearance from the exterior, containing within its walls an assemblage of gardens, amidst which churches, mosques, and minarets are seen alternating with palaces, orange and lemon trees. It contrasts agreeably with the flat and sterile country around it. The walls of Nicosia were constructed by the Venetians in 1567, about four years before its capture by the Turks. For greater facility of defence they destroyed a considerable part of the suburbs, reducing the circuit of the town from nine to three miles. The population at present is about 18,000, the majority of which are Mussulmans. * * *

FAMAGUSTA.

Famagusta is a strongly fortified seaport town on the eastern shore of the island, five miles south of the ruins of Salamis, and forty miles distant from Nicosia. The town itself is almost in a state of utter ruin. The inhabitants at present do not exceed 300 souls, all of whom are Mussulmans. Under the Venetians it was one of the most populous towns of the Levant. * * *

LARNICA.

Larnica is situated on the sea-coast of the island. It occupies the site of ancient Citirun.

LIMASAL.

Limasal is, after Larnica, the most important commercial town of Cyprus.

MINES.

Cyprus was in old times, perhaps, more famous for its minerals than for its productions. The copper mines were especially rich, and the quality of the copper which they yielded, as Cyprium, was considered superior to any other. * * At the present time no mines of any description are worked.

SALT LAKES.

If the mineral wealth of Cyprus is at present neglected, such is not the case with its salt lakes, from which much and increasing profit is derived. There are two lagoons from which salt is obtained in Cyprus—the one near Laraca and Limasal, the other near Larnica. Salt was an important source of revenue in the time of the Lusignan princes. The Venetians, still later, are said to have freighted seventy large vessels with salt. The Turkish government, until within the present year, has been accustomed to farm out the salt lakes for sums varying from 200,000 to 300,000 piasters (of four cents each) per annum—that is, from £1,800 to £2,700; but this system has now been abandoned, and it has been found that the quantity of salt yielded this year is 20,000 arobas of 1,000 okes each, or one and one-fourth ton. Allowing twenty per cent. loss, this represents 20,000 tons, which, at 500 piasters the aroba, the price at which it is sold by government, gives 8,000,000 piasters—£72,700. This quantity cannot, however, always be sold in one year. The salt is heaped up in large mounds by the side of the lakes, and the produce of the former year must be sold before that of the new year can be touched.

PRODUCTS.

The chief products of the island of Cyprus are wheat, barley, sesame, vetches, cotton, silk, madder-root, wine, olives, raisins, carobs, tobacco, and colocynth.

The wheat of Cyprus is hard and small-grained; that grown in the district of Baffo is considered the best. The sowing season for wheat commences in October, and the sowing is continued, as the weather permits, until the beginning of January. The harvest commences at the end of May or beginning of June. The average yearly product of wheat is about 80,000 quarters, or 640,000 bushels. Last year's harvest was unusually good, it was supposed; and is supposed to have yielded as much as 120,000 quarters, or 960,000 bushels.

The barley of Cyprus is of a fair quality, and superior to the ordinary Egyptian barley. It is sown in the months of September, October, and November, and is reaped at the close of April and beginning of May; thus preceding the wheat harvest by about six weeks. The average yearly product of barley is about 120,000 quarters; the harvest last year, which was unusually abundant, yielded about 180,000 quarters. The average yearly value of wheat and barley exported from 1857 to 1861 was £33,000.

COTTON.

The native cotton is of an inferior quality; it is of the short staple variety. But American cotton-seed has of late years been largely introduced by the efforts of the Manchester Cotton-supply Association, and the cultivation has proved eminently successful, and it is gradually supplanting the native cotton. The quantity of cotton produced is very small, considering the great capabilities which the island possesses for the cultivation of this most important plant. It is anticipated that the crop this year will yield 10,000 bales, should it not sustain any serious damage from the north wind. Last year's crop amounted to 7,000 bales, (1,820,000 pounds,) and this is, perhaps, only a twentieth part of the quantity the island is capable of producing. Under Venitian rule, Cyprus, according to Marite, exported annually as much as 30,000 bales, or 6,600,000 pounds of cotton. A greater part of that now exported goes to France, by Marseilles.

The best time for sowing cotton is the month of May. Of late years, however, the sowing has been always deferred till the end of June, and even till July, to avoid the ravages of the locust. Much loss is caused by deferring the

planting to so late a season. The ground in May is still soft, and is better fitted for receiving the seed than in June, when it has already become hard and dry. The cotton, too, which is sown early, arrives at maturity and is ready for picking before the October rains, which are injurious to it. It likewise arrives at a more perfect state of maturity than that planted later, the autumnal heat not being sufficiently great to open the pods, and to impart to the cotton the white, soft, and silky appearance which it acquires from exposure to a greater degree of heat.

MADDER-ROOTS.

Madder is a very important and increasing product of Cyprus. The plain of Maphon, the villages of Agia, of Aghia, Treve, and Famagusta, are the locations where it is produced in the largest quantities. The culture requires the greatest care, but the profit is very great. It is planted in December, January, and February, and the roots are gathered in June and in December. That picked in December is the best. Those of Maphon and Famagusta are not of so rich a color or fine a quality as those of Treve; they are picked from 18 months to 2½ years after planting.

SILK.

The best silk is produced in the district of Baffo. It is also produced at Vanocia, near Famagusta, in the district of Carpas; at Sythrea, northeast of Nicosia, and at Maratassa, in the Zoodos region. The silk of Baffo is chiefly yellow; that of Vanocia and Carpas, white. The cocoons of Maratassa are remarkable for their brilliancy of color.

The quantity of silk produced in Cyprus averages about 56,000 pounds, one-half of which is raised in the district of Baffo; but within the last two or three years there has been a falling off in this produce. About one-seventh of it is consumed in native manufactures. The greater part of that exported goes to France.

WINES.

The wines of Cyprus form one of its principal articles of export. They are of two kinds: the ordinary wine, which is coarse and hardy, with a strong taste, and smells of tar, which it acquires from the jars in which it is kept and the skins in which it is transported, which are always coated inside with tar to preserve them from leaking. This wine is largely exported to Egypt, Syria, and Trieste. The other quality, and that best known in Europe, is the Commandacca, which derives its name from a commandery formerly possessed by the knights templars at Colossi, near Limasol. It is a sweet, delicious dessert wine, and keeps remarkably well, and improves with age; when new it is of a dark color, like brown sherry; after it has been kept two or three years it becomes much paler, but with age it again becomes dark-colored—the very old Commandacca being almost black. Large quantities of it are sent to Trieste and Constantinople, and some of the older and better qualities are shipped to France and Italy, and a small quantity to the United States. Mr. Femcade, a famous French consul, in a report made in 1844 to the French government, stated that 19,000 acres were used for the cultivation of the grapes, which produced annually about 140,000 hectolitres, or upwards of three millions of gallons of wine. It may be estimated that the same amount is now annually made.

An American company is about being organized for manufacturing wines.

CAROBS OR LOCUST PODS.

The sale of carobs was until within thirty-six years a government monopoly.

Since this monopoly has been abolished the cultivation of the carob tree has been greatly increased. Wild trees have been grafted, and new plantations are everywhere springing up. Last year the exportation amounted to 184,500 hundred-weight; value about $160,000. It is exported principally to Trieste and the Russian ports of the Black sea. The tree grows wild throughout the island, but is more particularly abundant in the district of Limasol and Keirra; the forest trees are found at Lefcara. It has been observed that the plantations at a distance from the sea are more productive than those in the immediate vicinity of the coast.

OLIVES.

Olive is one of the chief indigenous trees of Cyprus. Olive trees are constantly found in company with the carob trees at the base of the mountains skirting the plains, and forming a line of demarcation between the uncultivated mountain sides and the cultivated lands. Vast quantities of olive trees are scattered over the country, especially in the district of Baffo, in a wild state, and consequently unproductive. These trees merely require grafting to render them fruitful and capable of yielding great quantities of oil for commerce; yet in spite of the profusion in which the tree is found, it is frequently necessary to import it for local consumption.

REVENUE.

Without being able to obtain from official sources an exact statement of the sums received from the different branches of revenue, it is not difficult, however, to form a tolerably accurate estimate thereof.

The following table, drawn up from data which I have every reason to believe correct, represents the revenue at present drawn from the island of Cyprus:

Sources of revenue.	Am't in piasters.
Direct contribution	3,300,000
Tithes of agricultural products	5,500,000
Customs and silk tithes	2,600,000
Salt lakes	8,000,000
Exemption from military service	750,000
Ten per cent. internal duty on wines	700,000
Duty upon transfer of property	300,000
Goat and sheep tax	600,000
Stamp duty	60,000
Monopoly of weighing and measuring	200,000
Total	22,010,000
Total in dollars	$880,040 00

Independent of these sources of revenue fresh taxes have been imposed during the past year, such as an excise duty upon tobacco, and licenses are to be taken out by owners of wine-shops; but as they have only now come into operation, it is impossible to ascertain what may be their product to government. The total revenue derived from the whole of the Turkish empire, divided by its population, gives an amount of 45 piasters per individual. Presuming the same process for the island of Cyprus, we obtain the sum of 107 piasters per head of population. It will thus be seen that the revenue derived from the island of Cyprus is equal to three-sevenths of that derived from the rest of the empire.

Tabular statement showing the description and value of the exports from the island of Cyprus, together with the names of the countries where shipped, during the year ended December 31, 1862.

Names of countries.	Silk, or cocoons.	Cotton.	Madder root.	Linseed, or sesame.	Grain.	Wool.	Skins or hides.	Salt.	Carobs, or locust beans.	Animals.	Wine, or raki.	Sundries.	Total.
France	$16,000	$73,000	$13,600	$10,000	$1,000	$21,000	$600				$2,100	$1,100	$138,500
England		600	1,600		6,700						200	1,500	10,600
Austria		900	7,000				600		$13,400		23,400	3,800	49,100
Russia									62,600		500	800	63,900
Italy			600	1,500	1,000	2,100			17,000		1,200	1,900	25,300
Greece		3,000					1,700				200	300	5,200
Turkey	62,000	12,500		4,000	126,400		5,600	$83,400	$40,400	$31,400	180,300	83,000	629,000
Total	78,000	90,000	22,800	15,500	135,100	23,200	8,500	83,400	133,400	31,400	207,900	92,400	921,600

Tabular statement showing the description and value of the imports into the island of Cyprus, together with the names of the countries whence shipped, during the year ended December 31, 1862.

Names of countries.	Sugar.	Coffee.	Leather, or patent leather.	Silk, woollen, and cotton fabrics.	Grain.	Tobacco.	Iron and hardware.	Rice.	Wrought copper.	Wrought lead.	Soap.	Olive oil.	Sundries.	Total.
France	$10,340	$6,520	$22,840	$720			$12,100			$1,600			$4,340	$58,460
England													1,560	1,560
Austria	400	1,420		2,840			1,360	$100	$1,720				12,500	20,340
Italy													1,400	1,400
Greece	2,440	2,060	33,680			$1,640	740				$60		6,960	47,580
Turkey	14,300	7,680	7,540	153,560	$21,400	20,140	9,360	12,640	2,520		23,200	$49,680	48,640	370,660
Total	27,480	17,680	64,060	157,120	21,400	21,780	23,560	12,740	4,240	1,600	23,260	49,680	75,400	500,000

Statement showing the nationalities, number, tonnage, value of cargoes, and number of crews of vessels entered and cleared at ports of the island of Cyprus during the year ended December 31, 1862.

ENTERED.

Nationality.	With cargoes.			In ballast or with cargoes not from Cyprus.			Total.			Invoice value of cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
Ottoman	256	14,727	1,830	295	15,874	2,309	551	30,601	4,139	$245,000
Austrian	57	23,213	1,946	6	1,420	53	63	24,633	1,999	186,500
Italian	3	425	29	16	2,750	161	19	3,175	190	4,500
Greek	7	694	49	40	7,779	358	47	8,473	407	5,500
Ionian	.....	.....	.....	11	2,305	125	11	2,305	125	.....
English	1	94	8	7	2,745	115	8	2,839	123	1,200
French	22	5,630	463	5	713	38	27	6,343	501	57,500
Jerusalem	.....	.....	.....	1	206	8	1	206	8	.....
Total	346	44,783	4,325	381	33,792	3,167	727	78,575	7,492	500,200

CLEARED.

Nationality.	With cargoes.			In ballast or with cargoes not for Cyprus.			Total.			Invoice value of cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
Ottoman	319	19,145	2,350	229	10,908	1,753	548	30,053	4,103	$480,000
Austrian	60	24,444	1,985	5	526	33	65	24,970	2,018	170,000
Italian	9	1,484	85	7	1,140	74	16	2,624	159	33,750
Greek	33	6,981	308	12	1,160	84	45	8,141	392	92,000
Ionian	7	1,778	86	4	527	39	11	2,305	125	17,500
English	4	1,993	84	1	94	8	5	2,087	92	22,750
French	18	4,945	429	9	1,398	72	27	6,343	501	148,000
Jerusalem	1	206	8	.....	.....	.....	1	206	8	4,500
Total	451	60,976	5,335	267	15,753	2,063	718	76,729	7,398	968,500

SCIO—E. J. SMITHERS, *Consul.*

MARCH 4, 1863.

I have the honor to transmit herewith enclosed a tabular statement showing the number of arrivals and departures of vessels of all nations at the port of Scio for the year ended December 31, 1862, together with their tonnage and the value of their cargoes.

By reference to a similar statement for the year 1861, which I had the honor to forward to the department with my annual report, it will appear that the trade of this island is increasing. The imports of last year were valued at $12,333,990, and the exports at $934,300. The large increase in the exports was owing to a much larger shipment of gum-mastic, oranges and citrons than was made the previous year.

Statement showing the number of arrivals and departures of vessels of all nations at the port of Scio during the year ended December 31, 1862, *together with their tonnage and value of cargo.*

Nationality of vessels.	ARRIVALS.			DEPARTURES.		
	No. of vessels.	Tonnage.	Value of cargo.	No. of vessels.	Tonnage.	Value of cargo.
Turkey	738	144,095	$284,000	323	165,800	$98,800
Greece	86	8,076	410,000	222	35,455	139,000
Valachia	17	1,712	58,000	24	3,548	16,000
Samos	181	2,805	22,500	36	836	10,500
Ionian isles	5	495	19,500	6	240	3,500
Austria	2	68	1,740	.....	68	.....
Jerusalem	.....	.....	11,000	1	.....	11,000
Italy	4	110	2,500	.....	110	3,500
Russia	.....	.....	14,000	10	530	9,000
France	1	180	1,750	.....	.....	.....
Great Britain	.....	.....	.....	1	280	.....
Turkish possessions	626	2,640	132,500	626	3,040	39,000
Austrian steamers	93	65,100	117,500	93	65,100	365,000
Grecian steamers	37	25,900	64,000	37	25,900	122,500
Russian steamers	44	30,800	87,000	44	30,800	107,500
French steamers	3	1,900	13,000	3	1,900	9,000
English steamers	1	1,300	.....	1	1,300	.....
			1,238,990			934,300

CANEA (CRETE)—EVANGELINO ALEXIS, *Consul.*

OCTOBER 14, 1863.

The enclosed tabular statements of the trade of this island during the present year will show the amount of exports to have been $5,696,300; the imports, $4,199,520; the total number of vessels that have arrived, 1,256; their burden, 68,604 tons. Number of departures, 1,234; burden, 68,422 tons. The crop of the staple article of this island (olive oil) was very short, and only about a thousand tuns were exported from the three ports of Canea, Retimo, and Candia. This year the crop will be abundant.

Tabular statement showing the aggregate trade of the several ports in the island of Candia (Crete) during the year ended December 31, 1862.

Description.	ARRIVALS.			DEPARTURES.		
	No.	Tons.	Crews.	No.	Tons.	Crews.
Turkish	600	27,177	4,760	604	28,110	4,832
Greek	461	18,618	3,580	443	18,764	3,480
French	31	3,815	248	27	3,396	216
British	7	1,160	49	4	698	28
Austrian	59	12,581	1,180	59	12,422	1,180
Ionian	75	2,801	525	69	2,510	552
Italian	20	1,996	180	25	2,066	225
Dutch	3	456	24	3	456	24
Total	1,256	68,604	10,546	1,234	68,422	10,537

Tabular statement showing the description and value, in American dollars, of the imports of the island of Candia, for the year ended December 31, 1862.

Description.	Countries whence imported.							
	Austria.	France.	England.	Greece.	Turkey.	Ionian isles and Malta.	Italy.	Total.
Wood, building	$52,000			$3,600	$48,000			$103,600
Wood, fuel				7,000	28,000			35,000
Grain of all sorts*	800			48,000	1,020,000	$3,000	$2,000	1,073,800
Cotton twist	6,000			36,000	60,000			102,000
Manufactures	23,000			400,000	162,000			585,000
Skins and leather	6,000			88,000	56,000			150,000
Coffee	4,000	$800		80,000	40,000			124,800
Sugar	800	2,800		110,000	20,000			133,600
Steel, iron, &c.†	16,000		$120	20,000	6,000			42,120
Red skull-caps	3,000			48,000	52,000			103,000
Cod and other salt fish		18,200		50,000	30,000	1,000	2,000	101,200
Earthenware	5,000	2,800	2,600	6,000	12,000		2,000	30,400
Hardware	10,000			12,000	30,000			52,000
Manufactured silks	12,000	100		20,000	18,000			50,100
Soda ash and natron‡			20,000	6,800	80,000			106,800
Spirits of all sorts	6,000			16,000	52,000			74,000
Tobacco and snuff				12,000	180,000			192,000
Woollen cloth	4,000			90,000	60,000			154,000
Manufactured woollen goods	20,000			180,000	220,000			420,000
Other articles	31,000	6,700	6,000	90,000	426,000	4,000	2,000	565,700
Total	199,600	31,400	28,720	1,323,400	2,600,000	8,000	8,000	4,199,120

* From Turkey and the provinces of the Danube.
† Principally German, from Tunis.
‡ Principally natron, from Egypt.

Tabular statement showing the description and value, in American dollars, of the exports of the island of Candia, for the year ended December 31, 1862.

Description.	Countries to which exported.							
	Austria.	France.	Greece.	Italy.	Ionian isles and Malta.	England.	Turkey.	Total.
Olive oil	$321,200	$463,200	$240,000		$124,200	$106,400	$1,413,600	$2,668,600
Soap	62,200		132,000				1,800,000	1,994,200
Lamb skins	5,000	1,000	4,000				6,000	16,000
Valonia	46,000		5,200				13,000	64,200
Almonds	800		10,000		500		20,000	31,300
Chestnuts			13,000				20,000	33,000
Oranges and lemons			17,600				32,400	50,000
Raisins	24,200		5,000				8,000	37,200
Silk			80,000				28,000	108,000
Silk cocoons			93,000					93,000
Sponge			2,000				12,000	14,000
Wax			24,000				32,000	56,000
Carobs, (locust beans)	70,000		3,000	$225,400	1,200		60,000	359,600
Wool	9,000		9,000	900			14,000	32,900
Other articles	7,000	5,200	33,000	2,000	16,400		72,600	136,200
Total	545,400	469,400	670,800	228,300	142,300	106,400	3,531,600	5,694,200

MOLDAVIA.

GALATZ—W. W. THOMAS, JR., *Consul.*

FEBRUARY 13, 1863.

* * I have the honor to forward, as enclosure No. 1, a statistical report of all the useful information I have been able to pick up during my official stay at Galatz. I hope the shortcomings of my report will be excused by the shortness of my stay.

I also forward twelve other enclosures, Nos. 2–13, which are referred to and explained in enclosure No. 1.

Statistical report on the united principalities of Moldavia and Wallachia, embracing an account of the works of the European Danubian commission.

The united principalities of Molda-Wallachia comprise the principalities of Moldavia, Wallachia, and a small strip of Bessarabia, extending along the northern bank of the Danube from Moldavia to the Black sea, and added by Russia to Moldavia in 1856 by the treaty of Paris. Moldavia and Wallachia were united under one government on February 5, 1859.

No regular census of this country has ever been taken, but the population is estimated at 5,000,000. Molda-Wallachia is nominally subject to Turkey, but tribute has not been paid for three years, nor is it probable it will ever be paid again. This country is governed by a prince, elected for life by the people, and one house of assembly of one hundred and thirty-two members, who are chosen by their respective constituents for a term of three years. The cities and towns are governed by prefects appointed by the prince. The seat of government is at Bukarest, in Wallachia. The military force consists of 28,000 regular soldiers, infantry, cavalry, and six batteries, constructed and drilled on the French method. There is, also, a small company of marines just organized at Galatz. The language of this region is Latin; bad Latin, it is true, but Latin still.

The secret of the language is explained when it is remembered that the principalities once formed the Roman province of Dacia, a conquest of Trajan. From the Roman legion, then permanently settled here, come both the present inhabitants, who proudly call themselves Romans, and their Roman dialect. The Greek church oppresses the people by an expensive show of religion. One-third of the land in the principalities is owned by this church; the remaining land is parcelled out in large estates among a kind of feudal lords called bayards. On each estate dwell some three hundred peasants; each peasant, who is the head of a family, owns his mud hut and little patch of ground independently of the bayard, with this single important exception, that he is obliged to work sixty-five days every year for the lord of the manor.

In 1855 the entire slave population, amounting, perhaps, to 35,000, were emancipated, and slavery is now prohibited by law.

America, England, France, Russia, Austria, Italy, Belgium, and Hanseatic and Free Cities, are represented by consuls at Galatz, (the principal port of the principalities,) and Prussia, Sweden, Norway, Denmark and Holland, by vice-consuls.

IMPORTS.

No accurate rate of the goods brought into the principalities can be obtained. The imports are supplied in a great measure by Austria and Great Britain; the United States imports nothing directly. Austria supplies ordinary woollen goods, all articles of leather, and in fact all articles of every-day want; Eng-

land furnishes all cotton twist, gray cotton goods, and rough iron. The imports of Austria are double in value those of England.

There is a great lack in the principalities of those thousand little articles of every-day use which are found in every American home; I am sure that everything embraced under that prolific head of "*Yankee Notions*" would find here a ready sale and great profit. The same is true of our improved agricultural implements, if some active American would first teach the peasants to use them. Ploughs, horse-rakes and threshing and winnowing machines are especially needed here.

Again, it would seem we might compete successfully with England in importing all goods manufactured from our own cotton.

PRODUCTS.

The principal products of the principalities are wheat, Indian corn, barley, and pine timber, with considerable quantities of rye and some millet seed, colza seed, beans, wool, and tallow. Salt is obtained from a salt-mine near the town of Ocma. Gold was formerly washed from the sands of the little river Bistutia, in Upper Moldavia; but the taking of this precious metal from the earth is now forbidden throughout the principalities.

EXPORTS.

The following table will show the amount of grain exported from the principalities since 1837 through their two ports, Galatz for Moldavia, and Ibraila for Wallachia. Comparatively little is exported in any other way. The table is made out in imperial quarters, eight bushels to one imperial quarter.

Year.	Galatz.			Ibraila.				Galatz and Ibraila.
	Wheat.	Ind. corn.	Total.	Wheat.	Ind. corn.	Barley.	Total.	Grand total.
1837	98,380	86,964	185,344	75,792	24,313	28,142	128,247	313,591
1838	171,813	58,374	230,187	61,524	37,200	106,230	204,954	435,141
1839	148,117	133,762	281,879	143,184	57,172	42,822	243,178	525,057
1840	230,568	189,037	419,605	132,596	68,586	80,045	281,227	700,832
1841	100,845	35,394	136,239	84,692	26,818	20,954	132,464	268,703
1842	154,675	93,531	248,206	160,121	10,221	73,892	244,234	492,440
1843	107,634	140,662	251,887	322,343	121,309	68,669	612,321	864,208
1844	166,535	174,023	343,427	347,888	128,221	211,972	688,081	1,031,508
1845	180,032	157,101	350,937	314,940	124,714	175,802	615,456	966,393
1846	110,902	336,627	523,635	327,526	163,145	177,343	668,014	1,191,649
1847	180,860	318,605	526,162	390,818	619,115	300,552	1,310,485	1,836,647
1848	113,605	143,727	285,778	159,484	292,115	193,435	645,034	930,812
1849	173,797	258,763	493,918	117,346	332,532	72,936	523,178	1,017,096
1850	140,652	122,875	316,303	283,290	149,734	44,593	477,685	793,988
1851	134,474	350,682	557,544	283,106	646,617	105,597	1,035,320	1,592,864
1852	187,552	329,279	614,202	343,584	725,259	80,278	1,155,597	1,769,799
1853*	.....	.....	.....	.....	.....	.....	.....	.....
1854†	.....	.....	.....	.....	.....	.....	.....	.....
1855	351,222	465,274	890,630	532,762	488,420	150,825	1,172,007	2,062,637
1856	112,111	452,696	640,293	319,812	505,877	159,479	1,010,617	1,650,910
1857	151,630	270,217	466,814	236,226	350,957	208,752	835,659	1,302,473
1858	121,564	157,597	347,531	307,090	533,743	407,608	1,278,982	1,626,513
1859	237,524	193,672	506,278	222,527	580,492	384,934	1,206,411	1,712,689
1860	277,386	202,776	600,103	534,651	819,844	757,893	2,132,550	2,732,653
1861	221,333	412,292	736,676	575,615	436,900	256,198	1,293,097	2,029,773
1862	297,287	245,259	650,553	802,827	354,064	437,176	1,654,318	2,304,871

* Crimean war. † Tables not made up.

NOTE.—The quantity of rye and barley exported from Galatz, and rye and millet from Ibraila, being of little importance, are not here specified, but they are included in the totals. The amounts of each, exported since 1849, are also exhibited in the following supplementary table.

Year.	GALATZ.		IBRAILA.	
	Rye.	Barley.	Rye.	Millet.
49	60,617	741	.....	364
50	52,776	.....	.....	68
51	71,024	1,324	.....	.....
52	96,900	468	1,296	5,180
53*	.....	.....	.....	.....
54†	.....	.....	.....	.....
55	72,814	1,320	.....	.....
56	67,933	7,553	7,823	17,626
57	38,270	6,697	.....	39,724
58	60,670	7,700	20,043	10,498
59	52,002	23,080	8,623	9,635
60	73,725	46,216	7,474	12,688
61	75,328	27,725	10,039	14,345
62	71,629	36,356	39,939	20,312

* Crimean war. † Tables not made up.

It will be noticed that the exportation of grain increased quite rapidly from .837 to 1844. The increase since has been more gradual. The large amount of grain exported in 1855 is owing to the exportation of the two previous years being greatly impeded by the Crimean war. Small quantities of grain are taken from time to time up the Danube; also considerable amounts of wheat and Indian corn are transported in wagons across the land frontiers into Austria. No wool or tallow now goes down the Danube; both are sent up the Danube, or into Austria by land.

Some salt is exported overland into Russia. It has been impossible for me to get any reliable account of the exportation of pine timber, immense rafts of which are constantly floating down the Danube during the summer months. It is an interesting fact that the timber used by the French at the Suez canal is brought from the forests of Molda-Wallachia.

Enclosure No. 2 contains a detailed account of the number and tonnage of the vessels of every nation clearing from the Danube each year from 1847 to 1861, inclusive. It cannot be too strongly recommended to the careful attention of the department. It is full of information in regard to the shipping of the Danube, arranged in a clear and methodical manner. The following statement shows the number of American vessels cleared from the Danube from the time the stars and stripes were first flung out in the river in 1843 to 1862:

Year 1843, 1; 1844, 1845, 1846, 1847, 1848, 1849, 1850, none; 1851, 1; 1852, none; 1853, 1; 1854, none; 1855, 3; 1856, 2; 1857, 1; 1858, 1; 1859, 11; 1860, 1; 1861, 19; 1862, 22.

The increase of our shipping on the Danube since 1858 is gratifying and remarkable.

THE DANUBE AND WORKS OF EUROPEAN DANUBIAN COMMISSION.

From the Carpathian mountains to the Black sea the southern boundary of the united principalities is washed by the river Danube. For the improvement and superintendence of the navigation of this river, a European commission of the Danube, consisting of seven commissioners, respectively, representing England, France, Italy, Prussia, Russia, Austria, and Turkey, was constituted under articles 15, 16, and others, at the treaty of Paris of March 31, 1856.

This commission met at its headquarters at Galatz on November 4, 1856, and has remained in activity ever since. This activity has been directed in three

channels—legislative, administrative, and technical. In its legislative and administrative capacity this commission has enacted and put in force regulations for the enforcement of order in the navigation of the river.

EGYPT.

ALEXANDRIA—WILLIAM S. THAYER, *Consul General.*

MARCH 5, 1863.

Agreeably to the instructions of the department, I herewith transmit a report respecting the present condition of cotton culture in Egypt.

Owing to the want of a bureau of government statistics it will not be possible to secure perfect accuracy in all my estimates, but it is believed that they will prove sufficiently near the truth for all practical uses.

Cotton—or that variety known here as the Belledi cotton—has grown wild in Egypt from the earliest ages. Fabrics of it are mentioned by ancient writers as a common article of dress, and it has been found both in a raw and a manufactured state in the wrappings of mummies. It has also been used for ages in stuffing divans, beds, &c., a purpose for which its elasticity and short staple peculiarly adapt it. This kind of cotton is little cultivated now, having been replaced by the longer stapled and more profitable variety called "Maki cotton." The Belledi was a perennial plant, and has been known to produce for fifty years.

About the year 1819 Monsieur Tumel, a Frenchman, discovered in the garden of Maho Bey, in Cairo, a tree bearing cotton. Maho Bey had been governor of Dongola and Sennaar, and it is supposed he had brought this plant with others from the upper country, though some assert it came from India. Tumal, however, reported his discovery to Mehemet Ali, the renowned ruler of Egypt, by whose order the experiment of an extensive cultivation was made. In the year 1820 only three bales were shipped to Trieste, with results highly encouraging. This was the beginning of the production of what is now designated in Europe as Tumel Maki, or Egyptian cotton. The success of the trial under Tumel induced the viceroy to give orders to the fellah cultivators to raise a certain portion of cotton on each estate, and in the year 1823 the crop amounted to about 159,426 cantars.* The fellahs at first complied reluctantly with this command, but their unwillingness soon disappeared, and cotton has ever since been the most profitable crop of the country.

I append (marked A) a tabular statement, derived from the custom-house, of the amount of the cotton exported yearly since the time it has become an article of foreign commerce. It is to be remarked that in these tables very noticeable variations occur in the amounts of different years. Sometimes we see a considerable increase in the season preceding, and sometimes a considerable falling off. This is principally† due to the despotic policy of Mehemet Ali, who, from time to time, withdrew the laborers from the soil to replenish his armies during his ambitious wars of conquest and subjugation. Indeed, at one period, with a population reduced by war and pestilence to two millions, he maintained, according to official reports, an army of 127,000 men, besides a reserve of irregular troops amounting to 42,000. The monopoly, too, assumed by him of all the products of the soil, which he bought at his own price and sold on his own private account, served to discourage the cultivators. Fortunately the monopoly is now abolished, as well as the unwise restrictions on individual enterprise.

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* The cantar is about 100 pounds in weight.

† During the Crimean war the demand of the allied armies for grain necessarily diminished the yield of cotton in Egypt.

These cotton-house tables represent an average export during late years of between 500,000 and 600,000 cantars annually. Unfortunately, these tables being prepared at the end of the year, indicate not the crop of any one season, but portions of two seasons; the cotton year—that is, the twelve months which include the gathering and the exportation of a single crop—always ending on the 30th day of September. Last season's production of cotton (the largest ever known here) amounted to 780,000 cantars,* of which 623,000 were shipped to England. In the appendix (marked B) will be found a statement derived from the house of Messrs. Briggs & Co., of this place, of the amount of cotton in bales exported during the last six cotton years, each of such years being reckoned from the first of October inclusive. It should be remarked that since 1859 the bales have averaged about five hundred pounds apiece. For the years here mentioned, which precede 1860, the average was from 350 or 450 pounds.

For many years Mehemet Ali carried on at a great expense the system of cotton manufactures in Egypt; and, at one time, forty-four factories were at work, employing 20,000 operators, and consuming annually 30,000 cantars of cotton † Various causes contributed to the failure of this enterprise; and it has been found cheaper to employ the fabrics of England or America than to manufacture at home. Competition with the organized industry and genius of these countries has been so unsuccessful as to confirm the general impression that the interest of Egypt lies exclusively in her agricultural, and not in her manufacturing resources. The vast factories reared by Mehemet Ali have either been sold to private individuals, or are employed by the government for uses widely different from the object of their construction; and it is believed that no cotton fabrics are now made in Egypt. Most of the cotton is raised in the Delta and Lower Egypt, though of late years, by the aid of steam-irrigating machinery, the viceroy, Ismail Pacha, has cultivated a considerable amount in Upper Egypt. It may be observed here that the cotton gathered on the estates of members of the ruling family, being raised under European superintendence, with special care, is quoted under the name of "Zawatt" or Princes' cotton, and ordinarily bears the highest price in the market. But within the last year or two the stimulus of high prices has greatly improved the quality of fellah cotton, and the difference is less manifest than formerly. The present viceroy has been very successful as a planter, having sold, it is stated, during the past year, 30,000 cantars, which realized him one million of dollars. In planting, the method found by experience to be best is to sow the cotton every year and to rotate the crops. The lands best adapted to cultivation are those which require artificial irrigation. In some cases the process is performed by steam-pumps, but commonly the sakia, a water-wheel turned by cattle, or by the shadod, a balanced pole with a goat-skin bucket at one end and a lump of clay as a counterpoise at the other, the bucket being lifted by a man. The ploughing begins very early in the spring. About the middle of March the land is irrigated, and after it becomes sufficiently dry it is tilled again and sown early in May. On some estates the land is tilled four times before and four times after irrigation. The seed is planted in rows about three feet apart. The plants are watered as many as four times during their growth. Every thirty days they are weeded. As a rule, but not invariably, manure is not used, the Nile being the sole fertilizer.‡ The manure of cattle doubtless enhances the productiveness of the

* The annual report of Messrs. Levi Brothers states the amount at 820,110 cantars, which is doubtless more accurate than the custom house valuation.

† See Bowings' Report on Egypt and Candia.

‡ See appendix C for an analysis of the alluvial deposit of the Nile. The yearly inundation of the Nile usually commences late in May. In August it reaches such a height that the canals are opened and the valley overflowed. It continues to increase until October. Afterwards it diminishes, but remains high until about February. During the flood the waters are of a dark chocolate color and thick with fertilizing mud.

soil, but it is thought by the fellahs more valuable as an article of fuel, for which purpose it is mixed with chopped straw and then dried. For the growth of Indian corn it is common to apply a dressing from the dust of the streets, the rubbish heaps of the villages, and the nitrous scrapings of the earthen floors of huts and stables, to enrich and lighten the stiff alluvial clay deposited by the inundation. In September the picking commences, unless retarded by the unfavorable weather, which seldom happens, the only scourge of the crop being an occasional blighting dew. Fifteen or eighteen pounds in weight is considered a good day's work for a man, and three cantars are a fair average yield per acre, though sometimes six, seven, and even eight are attained. Every fifteen days the picking is renewed, and each plant supplies about a pound and a quarter in a season. The cotton is then dried and put into bales, and is ready to be ginned. Sometimes in their haste the fellahs dry by means of ovens, a process which gives a yellowish hue and weakens the staple.

For the work of ginning, until the last five years, the old-fashioned dulab or Egyptian hand-gin was universally employed. This, however, is rapidly going out of use in consequence of the superiority of the Macarthy steam-gin, which, though ordinarily manufactured in England, is, like the saw-gin, the invention of an American. For a long time a prejudice existed against cleaning by any kind of improved machinery from abroad, the saw-gin having proved to be hurtful and not adapted to the long staple of Egyptian cotton. But the superiority and thoroughness of the Macarthy gin, when in competent hands, has dissipated this objection. The advantage of this invention over the saw-gin, which is only suited to short-stapled cotton, is that, when properly attended to, it does not cut the staple. It also preserves the lustrous whiteness so characteristic of Egyptian cotton, but so liable to be spoiled by the slow manipulations required in working the dulab.

Nearly eighty steam-ginning establishments have been put up within the last two years, each of them running from 25 to 200 gins. These large brick factories, and the incessant smoke of their tall chimneys, are now a common sight in all parts of Lower Egypt. Although working day and night, they have much more than they can do to dispose of the cotton brought to them by the fellah cultivators, all anxious to hasten their crop to the Alexandria market and take advantage of the high prices ruling there. During the past season I have seen many of these establishments along both branches of the Nile entirely barricaded with bags of cotton waiting to be cleaned. Each gin cleans about two cantars in twenty-four hours. The proprietors charge from one to four dollars a cantar for ginning, taking in addition the seed they separate from it, which is ordinarily worth twice as much more. This seed, which constitutes more than two-thirds of the weight of unginned Egyptian cotton, has of late years been especially valued on account of the fine oil for machinery, as well as the nutritive cattle food obtained from the residue after pressure. During the last six months (as I have said in a former despatch) its price has, at times, exceeded that of wheat, although a few years ago the surplus over the amount needed for sowing was usually burnt as fuel. A well-informed merchant in Alexandria declares the opinion that during the past two years these enterprises have repaid their capital besides yielding an annual dividend of forty per cent. This is, perhaps, an overestimate, but from a detailed statement of the yearly outlay and profits of a large ginning establishment furnished to me by the proprietor, I am inclined to think that most of them have more than repaid the original investment.

After having been ginned the cotton is packed in bales, ordinarily of 500 pounds, by hydraulic presses, and is thus ready to be sent by boat or railway to Alexandria for sale and exportation to Europe.

Such is the demand for labor in cultivation and cleaning, that within a year wages have doubled. At a cotton-ginning establishment in Mansurah the night

operative receives about one English shilling a day, and the boy or girl who works by day-light about half as much. The compensation of field hands is less, but has risen in the same proportion. The works on the Suez canal, where an able-bodied man can gain about a franc a day, had to sustain the increased rate of wages. Nothing could more clearly show the improved condition of the fellahs in Egypt than to contrast these facts with the statement of the late Mr. Gliddon, formerly United States consul in Cairo, that in 1841 the average net income of an Arab laborer was twopence-halfpenny a day.

In quality Egyptian cotton is noted for the fineness and length of the staple and in the manufacture of a certain class of fabrics. When there is a deficiency of sea-island cotton, it is often advantageously mixed with a substitute for it. In price it ranks second to it, the best Egyptian being about one-half the value of the sea-island. At different times the culture of the sea-island variety has been introduced in Egypt, and with considerable success. But its rapid degeneration requiring the importation of fresh seed every year, the greater care necessary for its cultivation, and, as is commonly believed, the comparative smallness of the crops, have discouraged the experiment, notwithstanding the higher price realized for it. An experienced English planter, living in Egypt, informs me, however, of a successful trial made by himself a few years ago in using sea-island seed, where the yield was 575 pounds of clean cotton per acre. The cost of cultivation per acre, he says, was a little less than seven dollars. Habin Pacha, brother of the late viceroy, has recently made a small experiment of growing from the seed of the short-stapled New Orleans cotton, and the one bale which he sent to Liverpool brought in January of this year twenty-four pence a pound. Had the quantity been somewhat larger, the purchasers, it is stated, would have added twopence a pound to the price. New Orleans cotton on the day of the sale at Liverpool was quoted from twenty to twenty-six pence a pound. The same accomplished and enterprising prince informed me, a few days ago, that he was expecting ten tons of New Orleans seed, to be tried on his estates in upper Egypt. In his experiment this seed produced about one-fourth less than the Egyptian. But from other sources I learn that little expense for artificial irrigation is required for its growth, and the cotton produced being more suited to the ordinary manufacturing machinery, is more in demand than the finer-stapled variety commonly raised in this country.

The price of cotton, as I have frequently observed in former despatches, has been greatly affected by recent events in the United States. Before the outbreak of the southern insurrection fair cotton in the Alexandria market was quoted from $11 to $13 the cantar, which rate did not greatly increase until October, 1861, when it rose to $18 and $19. At the end of the year it fell to about $15. After the settlement of the Trent affair prices recovered, and between June and October, 1862, it was worth about $45. It then fell; but during the last two months it has ranged from $30 to $40, the quotation to-day being $30 for fair. A large part of the land formerly cultivated in Egypt is to-day sterile. Of the seven mouths of the Nile existing in ancient times, but two remain; and there are traces in the desert of many canals of irrigation which are now abandoned. Of course the banks of these disused water-courses were once clothed with verdure, for in Egypt water invariably produces fertility. The population of Egypt, which anciently was estimated at 8,000,000, had been reduced by wars, pestilence, and misgovernment, within the present century, to about 2,000,000. It may reasonably be set down at this time between four and five millions; and there are various signs, such as the rapid growth of villages on the lines of travel, the great number of small children everywhere seen, and the exemption of the country for many years from war and destructive epidemics, of a continuous increase. Consequent on this is a steady augmentation of the area of cultivation by the reopening of old canals and the digging of new ones.

The Suez Canal Company have enlarged and extended a very ancient navigable canal of Nile water, Zagazey, running east to Tenisah on the line of their route, which, turning southwardly, will be completed next summer as far as Suez, thus rendering cultivable a strip of desert stretching seventy-five miles. This tract is eagerly sought by Bedouins, who desire to abandon their nomadic life for the more profitable pursuit of cotton culture. Part of the territory here mentioned was known in ancient times as the fruitful land of Goshen, occupied by the brothers of Joseph, then prime minister of one of the Pharaohs. The Suez Company have also rescued from the Salt Lake Menzaleh, along the line of their unfinished maritime canal, many thousand acres of rich, black soil, which, on exposure to air and fresh water-irrigation is expected to fertilize.

In a few places on the western border of the Nile valley the shifting sands of the desert have encroached on the domain of cultivation. But on the whole, the tendency is decidedly the other way, and the alluvion gains on the desert. Scientific observation has established the fact that the bed of the Nile and the valley on each side of it have always progressively risen at a rate variously estimated from three and a half to six inches in a century;* and, as Sir Gordon Wilkinson suggests, such a perpendicular rise of the water necessarily causes it to flow to a greater distance over an open space to the east; and here it may not be inappropriate to cite the same author's historic illustrations of this doctrine. The alluvial plain of Thebes, on the western shore of the Nile, he says, "in the time of Amunoph III, or about fourteen hundred years before our era, was not more than two-thirds of its present breadth, and the statues of that monarch, around which the alluvial mud has accumulated to the height of nearly seven feet, are based on the sand that once extended some distance before them. This at once explains why the ancient Egyptians were constantly obliged to raise mounds round the old towns to prevent their being overwhelmed by the inundation of the Nile, the increased height of its rise, which took place after a certain number of years, keeping pace with the gradual elevation of the bed of the river."—Ancient Egyptians, chapter V.

Although, from various causes, such as insecurity of property and political misfortunes which it is needless to mention, there is less land cultivated now than when Egypt was densely populated, there is obviously more land which is *cultivable*—that is, more land within reach of irrigation—than at any former period. And if this advantage be skilfully improved, a larger population can be at the present day supported than in the most proper days of antiquity.

It is the judgment of common observers that in the article of cotton Egypt is not cultivated to more than one-fifth of its capacity. Immense territories of desert could easily be reclaimed to fertility by the introduction of canals; and it is even proposed by English capitalists to utilize the vast marshes anciently the site of flourishing provinces surrounding Alexandria, by drawing off the salt water which has so long covered them. By the government survey of the year 1843 the following result was obtained:

	Acres cultivated.	Acres uncultivated.
Upper Egypt	826, 825	763, 176
Middle Egypt	750, 409	843, 608
Lower Egypt	2, 249, 106	1, 551, 011
Total	3, 826, 340	3, 157, 795

* The savans of the French expedition, at the close of the last century, estimate the mean secular rate of the elevation of the bed of the Nile, and of the level of its valleys, by the alluvial deposit of the river, at nearly five inches, (4.960 English inches.) Mr. Leonad Horner, in his valuable memoir on the geological history of Egypt, published in 1858, in the Philosophical Transactions of the Royal Society of London, estimates it at within a small fraction of three and a half inches; Sir Gardner Wilkinson, at six inches; and Hekekyan Bey, whose researches on this subject are more recent and more thorough than those of other investigators, at nearly five and three-quarters inches, or, more exactly, 5.736 inches.

How many of these "uncultivated" acres are cultivable the official survey fails to tell us; but my learned friend Hekekyan Bey, who has passed a life of scientific labor in the service of the Egyptian government, estimates that the entire extent of land within reach of inundation, and therefore cultivable, is 6,000,000 (six millions) acres, of which only one-half is cultivated. Nothing but the doubling of her population, or the universal use of steam-power and labor-saving machinery, can test the full agricultural capacity of Egypt. In short, for this purpose, Egypt is at this moment in want of an accession of four millions of agricultural laborers.

When we consider that most of the cultivable land is adapted for the growth of cotton, and that hardly more than 300,000 acres are devoted to this object, it is clear that the breadth of cotton culture could be greatly enlarged without inconveniently lessening the production of the cereal and other important staples of the country. It may here be observed that in the markets of Europe Egyptian grain, from its inferior quality, commands a less price than the grain of the United States or of Russia. For the same reason, in England, it is principally used in distilleries of ardent spirits.

The present viceroy has manifested a purpose to encourage in every way the culture of cotton, and his unsurpassed practical experience in Egyptian agriculture affords an assurance that his measures will be judicious and effective. In a conversation a few days since he expressed to me the opinion that the crop of this season will be forty per cent. greater than that of the preceding.

Besides a larger population, another important requisite for an increased cotton culture in the rainless country of Egypt is a more extensive irrigation. The barrage, a vast stone structure at the head of the Delta, built on the Nile in order to secure a more equal distribution of its water, and to maintain a supply for the lateral canals, when the period of inundation has passed, is a costly attempt in this direction; nor has it been altogether without benefit in keeping uniformly full some of the existing canals which were formerly dry or ill-supplied for a part of the year. The barrage, however, was but a part of a comprehensive system of irrigation planned by Mehemet Ali, which contemplated the digging of large canals on either side of the river to distribute the waters dammed up by it, but which, unfortunately, was abandoned at his death, and thus the full advantage of the scheme has never been realized.

The steam pump which is employed by the larger proprietors has proved an important auxiliary in irrigation, and it is suggested that a movable machine of this kind might be of use to many of the less extensive cultivators. A cheap labor-saving pump, worked by hand, is also much needed, to supersede the more costly sakia or water-wheel, which requires the labor, on an average, of two cattle and one man. Twenty-five years ago, Linaut Bey, a leading engineer in Mehemet Ali's service, reckoned that in addition to the almost innumerable shadoofs, there were in Lower Egypt alone 50,000 sakias, worked at an annual expense of £650,000; what it is now I cannot accurately judge, but it must have vastly augmented with the object of reducing the expense of irrigation. The viceroy has just complied with my suggestion in ordering some experiments to be made with a cheap and simply constructed pump, invented by a Boston engineer, which is said to raise, with the labor of one man, 100 gallons per minute. This, if successful, is manifestly a great improvement on the ordinary shadoof, by which one man can only raise one-fourteenth of the quantity in the same time.

A serious obstacle to agricultural progress in Egypt is the use, by the fellahs, of the antiquated implements of husbandry, which are essentially the same as those employed by the ancient Egyptians thousands of years ago. It is generally admitted that these ploughs, which rather scratch than upheave the soil, and these uncouth clod-crushers, might advantageously be displaced by the strong and light ploughs and harrows which can be imported from the United

States at a low yet remunerating price. The absence of these, and of other simple inventions of the kind, affords a profitable opportunity for American capital and enterprise.

"In no country," said Herodotus, when describing Egypt, "do they gather their seed with so little labor;" and the remark is nearly as true now as it was in the days of the historian, centuries before the Christian era. As was anciently declared by another Greek writer, they are still "content with having slight furrows, with light ploughs, on the surface of the land." But when the land, as has happened in Lower Egypt, and the Delta, from the despotic appropriation and thriftless husbandry of former rulers, has become what is called *aladish*, and gone to waste, these "light ploughs" are powerless to improve it. Villages, for example, often being deprived of laborers to furnish recruits for foreign wars, were at one time appropriated by the government, and its lands exploited by a short-sighted and ruinous system of agriculture, from the effects of which the country still suffers. In order to have an uninterrupted succession of crops, the inundation was excluded by dykes, irrigation being supplied from the brackish water of wells. The deposit of salt after evaporation, added to that which would be pushed to the surface by the upward filtration of the Nile, would soon convert a once fruitful tract into a desert, where nothing would grow but a rank crop of "halfa," a deep-rooted, tough grass, which, with the ordinary farming implements of Egypt, it is almost impossible to extirpate. It has thus been considered an unprofitable undertaking to attempt to improve these barren lands, raised as they frequently are by the deposits left by former growths of this pestilent grass, above the level of inundation, and from this cause one-half of the delta is said to be uncultivated.

The agency of steam has, however, at last been employed in the work of restoring fertility, and with signal success. The tenacious and matted roots of the "halfa," which resist the utmost efforts of ploughs drawn by oxen, are, by the steam-plough, cut up without difficulty.

The fellah cultivators are obliged to pay the government tax in advance, and, as they usually expend their gains to enlarge their lands, they are accustomed to borrow money on the security of the coming crop. This they formerly got from Levantine usurers at an interest of from three to five per cent. a month, and I have known instances where even seven per cent. a month was given; but within the last year, in consequence of an unusual flux of money and other causes, the rate has greatly declined, and it will, probably, never again attain such an excessive height as heretofore. The security offered is almost invariably good, for the summary forms of justice adopted by the Egyptian government compel a prompt fulfilment of contracts, and do not tolerate the vexatious delays which attend litigation in Christian countries.

I subjoin here what I have reason to deem an exact statement of the cost of cultivating a single acre with cotton. It is furnished me by a successful planter at Mansanah, in Lower Egypt; but the items are upon a scale of expense considerably larger than is necessary in some of the other districts:

Tax paid to government	110	piasters.
Ploughing	50	do.
Irrigation	60	do.
Seed	20	do.
Hoeing	100	do.
Picking	100	do.
Ginning	40	do.
Total	480	piasters = $24.

As, therefore, an acre in Mansanah yields an average of four cantars, the expense for raising one cantar will amount, according to the foregoing statement, to

six dollars; two English shillings must be added for transportation by railway or boat to the Alexandria market, where the price has ranged during the past twelve months, say from $30 to $45 the cantar. With such a margin of profit there can be little doubt that before many years the cotton planters of Egypt will furnish their full quota to supply the necessities of the world.

Custom-house table showing the amount of cotton exported from the port of Alexandria, from the year 1821 *to* 1862, *inclusive, together with the names of countries where exported.*

Years.	Quantity in cantars of 94 pounds net.					Value in dollars.*
	England.	France.	Austria.	Other countries.	Total exports.	
1821	235	206	262	241	944	15,104
1822	7,925	11,578	10,013	5,592	35,108	537,640
1823	34,279	46,141	34,190	44,816	159,426	2,444,490
1824	141,554	50,690	16,867	18,967	228,078	3,877,326
1825	62,017	96,558	33,369	20,374	212,318	2,760,134
1826	36,950	132,052	32,886	14,293	216,181	2,810,353
1827	55,432	55,737	44,122	4,351	159,642	2,075,346
1828	24,686	21,510	6,773	6,286	59,255	770,315
1829	14,437	52,859	35,585	2,039	104,920	1,259,040
1830	54,855	63,284	83,619	11,827	213,585	2,563,020
1831	58,202	45,012	78,361	5,100	186,675	1,960,087
1832	4,322	56,346	73,153	2,306	136,127	2,041,925
1833	3,549	24,833	27,685	.....	56,067	1,569,876
1834	60,045	55,158	38,068	621	143,892	4,406,760
1835	67,352	71,902	71,780	2,540	213,604	5,340,100
1836	40,380	97,800	99,290	5,760	243,230	4,471,915
1837	92,280	75,640	142,940	4,610	315,470	3,787,145
1838	47,100	65,260	117,858	8,615	238,833	3,583,350
1839	59,442	37,110	29,584	7,691	134,097	2,340,525
1840	77,568	34,255	43,918	3,560	159,301	2,073,610
1841	72,942	82,175	38,390	.....	193,507	2,700,030
1842	50,620	29,030	130,650	730	211,030	1,954,410
1843	60,422	30,101	170,407	134	261,064	1,957,980
1844	70,724	37,596	38,519	6,524	153,363	1,150,250
1845	181,840	81,730	79,505	1,880	344,955	2,809,600
1846	89,350	28,600	82,810	1,280	202,040	2,020,400
1847	70,889	73,542	92,398	20,663	257,492	2,438,760
1848	81,318	16,636	21,550	441	119,965	39,805
1849	151,315	44,834	61,361	.....	257,510	2,575,100
1850	185,653	71,868	104,234	3,061	364,816	4,195,880
1851	168,438	69,409	144,576	2,016	384,439	3,444,900
1852	386,416	109,668	169,559	4,486	670,129	6,705,640
1853	363,703	106,491	102,897	4,326	477,397	4,773,970
1854	268,101	93,131	110,220	6,453	477,905	3,823,700
1855	270,615	108,248	140,412	1,611	520,886	4,687,970
1856	322,548	94,702	121,863	722	539,885	6,478,620
1857	284,440	109,850	94,351	2,319	490,960	6,137,100
1858	307,541	103,500	108,496	.....	519,537	5,455,135
1859	327,475	98,672	78,372	196	502,645	5,567,095
1860	311,253	78,302	41,080	780	431,415	4,853,943
1861	394,952	149,124	51,856	268	596,200	7,154,410
1862	528,700	142,951	37,140	723	709,514	19,511,497

* Most of the above-mentioned values have been reduced from pounds sterling to dollars, at the rate employed in ordinary commercial transactions in Egypt, of five dollars to the pound.

Comparative statement showing the quantity of cotton in bales of five cantars each, exported from the port of Alexandria, from September 30, 1856, *to September* 30, 1862, *inclusive, and also the countries where exported.*

Years.	Great Britain.	France.	Austria.	Total.
1856–'57	71,816	20,190	19,421	111,427
1857–'58	98,862	21,458	15,724	136,044
1858–'59	103,210	25,139	10,103	138,452
1859–'60	96,988	20,272	9,138	126,398
1860–'61	103,217	37,195	8,861	149,273
1861–'62	124,597	24,300	7,536	156,033

Statement of the analysis of the sediment of the Nile.

The following statement is taken from Mr. Horner's Geological Memoirs on the "Alluvial Land of Egypt," published in the Philosophical Transactions of the Royal Society, London, 1855:

All the Nile mud, properly so called, has at one time or other been suspended in its waters. I was, therefore, desirous that an experiment should be made to ascertain the quantity of solid matter held in suspension in the water, at a given place near Cairo. Having communicated my wish to Mr. Murray, he prevailed upon Dr. Abbott, a physician long resident at Cairo, to undertake the inquiry. I then described the process and apparatus by which I had, in the year 1832, ascertained the amount of solid matter held in suspension in the water of the Rhine, and requested that a similar process should be followed. Dr. Abbott's account of his experiment contained in a letter to me, dated Cairo, the 12th of December, 1850, is as follows:

"I began your experiment on the 1st of October, and on that day I took an imperial gallon of water from the Nile at the depth of twenty feet, and at that part of the river opposite the Transit wharf at Bailak. The current is there very strong, and the water is not likely to have any of the dirt or filth that might possibly be mixed with it lower down, where a large number of boats are collected. I took one gallon of water daily for ten days, which I put into another filter and left covered, until it became perfectly dry, and then put it into a paper, kept it until a week ago, when I weighed it and found the quantity to be 18½ drachms—apothecaries' weight, 1,110 grains. I am now endeavoring to dry it in a cake, or rather to bake it in the form of a small brick, to send to you."

I weighed the little brick sent to me accurately on the 11th of May, 1851, and found it to be 1,106 grains, so that the solid matter held in suspension is 110.6 grains in an imperial gallon. An analysis of this solid matter was made at the Royal College of Chemistry in London by Mr. Brazier, under the superintendence of Dr. Hafman, and yielded the following results:

Silica	53.04
Sesquioxide of iron	18.43
Sesquioxide of alumina	8.76
Carbonate of lime	4.19
Sulphate of lime	0 75
Lime	2.25
Magnesia	0.66
Potassa	0.69
Soda	2.16
Chloride of sodium	0.04
Organic matter	9.03
	100.00

The hardened mass, when moistened, kneaded into a clay.

SEPTEMBER 5, 1863.

* * It appears that the quantity of cotton reported in appendix B of my despatch No. 31, as reported from Egypt during 1862, only represents about the third of the crop actually raised, the whole amount of the ginned cotton produced last season being nearly fifteen hundred thousand ginned cantars.

This year the breadth of land declared by the local officers of the government to be sown with cotton is seven hundred thousand acres, promising the unprecedented yield of from two millions to twenty-five hundred thousand cantars.

The Nile has risen higher this season than for many years; but the canals are so clean, and the viceroy has taken such precautions, that the fear of a destructive inundation has almost passed away. Such an accident would ruin both the cotton and Indian corn, (the latter the principal food crop of the country.) The cotton will be ready to commence gathering by the middle of the present month.

The diplomatic difficulties of the Suez Canal Company with Turkey are in progress of favorable solution. In spite of all the obstacles raised to the enterprise lately, the works and the supply of laborers have not been interrupted for a single day. * * * * * * * *

GREECE.

ATHENS—HENRY M. CANFIELD, *Consul.*

SEPTEMBER 30, 1863.

I regret to be unable to forward a satisfactory report of the state of the commerce of Greece, as, on account of the unsettled state of the country, no reports have been published since 1861, and because those statistics that do exist are now undergoing revision for the press, and I cannot, therefore, have access to them.

The last year opened with the insurrection of Nauplia, and was marked by frequent outbreaks in different portions of the state, and the expulsion of the ruling monarch, and was closed with the establishment of the revolutionary and temporary government of the national assembly, and was also, necessarily, marked by a serious decline in trade.

The port of Syra was most seriously affected by these causes, as also by the high prices of cotton fabrics, which have been the principal articles of importation.

The importations of Piræus are nearly up to the usual amount from the introduction of arms and gas fixtures to the value of about 2,000,000 francs.

The principal trade of Patras consists of exports, and the distance of that port from the more immediate centres of excitement is the cause which accounts for its continued commercial prosperity.

The current yield of 1862 was very good, though deteriorated in quality by the long drought, which gave rise to three distinctions in quality, viz: the selected, about quarter of the entire crop; the medium, half; and the ordinary quarter. The average prices were, for the selected, $24 for 1,000 pounds Venetian; middling, $20 25; ordinary, $16 20. The whole of this crop was exported mostly to England, its value being about 8,150,000 francs.

The current yield of this year was even better than that of 1862, but was much injured by showers which fell while the fruit was curing. The price has been from $18 to $35 per 1,000 pounds.

There have been no changes in the duties since last year. The following table includes the most ordinary articles of export and their duties:

		Drachmas.
Valonia	per quintal	30
Currants	per 1,000 pounds	3.00
Hides	per oke	$4\frac{1}{10}$
Cocoons	do	42
Sponges	do	54
Oil	do	3

		Drachmas.
Wool	per quintal	1.32
Cheese	do	72
Wine	per barrel, 40 okes	45
Tobacco	do	12½
Gall nuts	do	3
Leeches	do	7.20
Honey	do	18
Figs	per quintal	42

No American vessels have entered any of the ports of Greece during the last year.

JAPAN.

KANAGAWA—G. S. FISHER, *Consul.*

OCTOBER 1, 1862.

* * The tonnage and exports of this half year will be largely in excess of any other half year, particularly in the valuable articles of silk and tea.

The average freights to San Francisco have been, as near as I can learn, $12 per ton; to New York, $30 per ton. There have been no changes the past year in relation to the prohibition of exports; nor any change in privileges of importations or restrictions thereon. The only tonnage dues are entry and clearance fee of each foreign vessel to the custom-house authorities; no wharfage, dock, trade, or city dues; no gauging, weighing, or local taxes.

The usual terms of purchase and sale are cash. No credit, in the ordinary sense of the term. No credit, no discounts for cash. Most business done here—purchasing and selling of goods—is for houses in China, by their own agents sent here, or by other foreign correspondents residing here, doing business exclusively as commission houses. Ordinary commissions 2½ per cent., sometimes 5 per cent. There are no bounties on exports. Commissions are paid as agreed, but never but by one party—buyer or seller, as may be agreed. The Japanese dealers in silks, teas, &c., &c., do most of their business through Japanese brokers, and I am inclined to think this brokerage system is more extensively practiced here in all ramifications of business than in any other country we know anything about. The Japanese trade has none but foreign vessels engaged in transportation. It is said, however, that they are about to experiment in direct exportation between the ports of Nagasaki and Hakodadi and Shanghai, in China, and that they have purchased foreign vessels, both steam and sail, for this purpose. Goods are purchased here and sent to China for reshipment to the United States; no import or export duty is charged on them in China. The expenses of transhipment depend upon whether landed or transferred from one vessel to another, and I cannot give the cost of either satisfactorily.

The rate of exchange on New York is uncertain and fluctuating, and at the present time it would be impossible to quote any rate between here and New York, either on government or bankers' bills of exchange, or exchange on bills of lading; and will continue so while exchange between the United States and England is so changeable, and the price of specie advancing and fictitious.

There has been no change in warehouse system. I am endeavoring to get the authorities to establish a general warehousing system, but with what success remains to be seen. The difficulty of lighterage is considerable, but I hope, in connexion with the other consuls of the treaty powers, to get it modified.

The sanitary regulations are the same as they ever have been to all bottoms, except as to vessels coming from ports in China, which, in the event of having cholera or infectious diseases on board, are required to anchor below until a health certificate is produced from a resident physician here.

I am endeavoring to get the government to build a hospital here, which, I am happy to say, has been promised a favorable consideration.

Peace and quietness prevail, and the apathy for business, in consequence of the late doubts and fears, has pretty much subsided.

JANUARY 6, 1863.

I am in receipt of your circular No. 17, July 31, 1862, and have to say that up to the present time the privilege of purchasing supplies from "the public warehouses duty free" in this port is already an admitted fact, and our vessels-of-war have heretofore had, and will continue, I doubt not, to have no trouble in obtaining such supplies as they may require while visiting here. * * *

JULY 18, 1863.

* * * On the 13th instant I received a communication from their excellencies the governors of Kanagawa, notifying me, and through me the American merchants of this consular jurisdiction, that hereafter discriminating duties would be imposed on the article of tin, viz: on tin bars and pigs, 5 per cent.; on tin, (meaning tin plates and sheets,) 20 per cent.

This discrimination I have duly reported to our minister, and shall protest and appeal the first case coming before me to him, contending—

1st. That under the word *tin*, as in our treaty, it means and covers all manufactured and unmanufactured tin, bars, pigs, plates, and sheets alike;

2d. That no discrimination has heretofore been made, and one would now manifestly be unjust; and,

3d. Because no change or discrimination can be rightfully made except by a new treaty under the five-year clause of the present one.

OCTOBER 1, 1863.

Agreeably to paragraph 648 Consuls' Manual, making it necessary to render an annual report to the 30th of September of each year, I have the honor to report:

1ST. OF TRADE AND COMMERCE.

This is the fourth year since the opening of this port to trade and business with foreigners, and that it will compare favorably with and show a large increase over the year 1862, notwithstanding the unsettled condition of the country in its relations with foreign affairs, the following pages will establish. And while there has been much uncertainty, and there still is a very unsettled, if not distressing, state of political connexion, trade has prospered and improved even beyond the expectations of the most sanguine, especially in the important staples of raw silk, cotton, and tea, particularly the former, always so largely in demand for European manufacturing and the wide world's consumption; and notwithstanding fears, alarms, and doubts, and at times threats of sudden and almost ruinous expulsion, certain articles have continued to come forward to the increase of the traffic and business with the native population. Much has been said and written about restrictions on trade by guilds, by individuals, and by government officials, yet nothing tangible can really be proven. The tables of exports and imports will show so far this year (nine months) not only that there is no falling off, but an absolute increase over the same time in 1862 in all the principal articles of export, silk, tea, cotton, lumber, &c.; also in imports, camlets, lead, tin, and sundry other articles. The principal trade is in raw

silk, some piece goods, crapes and damasks, floss silk, tea, cotton, lumber, copper and rags; other staples, such as coal, fish, whale and rape-seed oils, seaweed, shark fins, firewood, charcoal, mushrooms, fish, vegetables, and beeswax, camphor, gall-nuts, saltpetre, tobacco, &c., mostly dependent upon the Chinese for a market, are of doubtful significance, or at least of uncertain importance.

The exports of silk for 1860 were	7,703	bales.
" " " " 1861 "	5,646	"
" " " " 1862 "	15,672	"
Same, nine months, " 1863 "	21,626	"
Floss silk, nine months, " 1863 "	159	"

The true returns, however, should be made ending each year July 30, for it is then the old crop has become exhausted, and the new fairly begins to appear, and thus our returns would be intelligible and more reliable.

Exports of silk thus for 1860–'61 were	7,703	bales.
" " " " 1861–'62 "	11,915	"
" " " " 1862–'63 "	25,891	"
And for three months of 1863–'64 "	5,373	"

And this would show our true market and production from year to year. The increase of 1862–'63 over 1861–'62 is most remarkable, and it was estimated this year that, with uninterrupted business, the trade would swell to not less than 40,000 bales. The exports from July 1, 1863, to this date, as above, are 5,373 bales against 5,137 in 1862, notwithstanding the troubles. Besides, in this should be included 159 bales floss silk, making an aggregate truly 5,532 bales for three months—an increase really of 395 bales over the first quarter of 1862–'63. The great silk-producing districts lie west and north of this port, and thus this is, and must ever remain, the most direct, as well as important, entrepot for the sale and delivery of the same. It is believed such is the exhaustless productiveness of the soil and industry of the Japanese that, within three years after this, the quantity of raw silk for export will reach quite 100,000 bales per annum. The export of the important article of cocoons has been hitherto interdicted until recently, except to one French house; but now the same privilege has been obtained through the influence of our minister and myself for a leading American house here, and it is expected that a growing and important trade is likely to ensue from their export.

The exports of tea for 1860–'61 were	5,796,388	pounds.
" " " " 1861–'62 "	5,847,133	"
" " " " 1862–'63 "	5,032,156	"
Three months of 1863–'64 "	1,516,232	"

An increase of 462,288 pounds over the same time in 1862–'63. It is particularly noticeable that the tea trade with our own country has largely increased, New York and San Francisco being the principal ports of entry. Two cargoes were shipped direct to New York in 1862–'63, and three vessels are now loading for that port, and one is prepared for shipment to San Francisco about November 1. Besides, considerable shipments are known to have been made to China for direct reshipment to New York and Boston. The consumption of Japanese tea is understood to be mostly American, Japanese tea being purely green, and in its natural state free from all deleterious preparations or coloring matter, and never fired on copper, but in iron and paper kettles.

This trade this year, but for our unhappy war, would have been of far greater importance than it now possibly can be.

The total exports direct to America, per Japan custom-house returns, were,

for 1861–'62, 288,948 pounds; for 1862–'63, 1,172,510 pounds. My belief is the amount exceeded 1,500,000 pounds.

The total exports of cotton for the year 1862 were 13,495 bales, or 16,310 piculs, and for nine months of 1863 were 30,987 bales, or 41,714 piculs. The following table, and it is very imperfect, (also from the Japanese custom-house,) shows the exports of 1862 in detail.

Table giving a comparative view of the export trade at the port of Kanagawa during the three years from January 1, 1860, *to December* 31, 1862.

Exported commodities.	1860.		1861.		1862.	
	Quantity.	Declared value.	Quantity.	Declared value.	Quantity.	Declared value.
Raw silks.....piculs.	7,703	$2,594,558 40	5,646	$1,831,934 40	15,672	$5,422,368 00
Copper.....do...	11,175	209,246 40	6,048	95,612 80	4,364	77,587 20
Tea.....do...	23,852	310,452 80	37,138	440,435 20	41,245	567,081 60
Timber.....pieces.	.....	.....	.....	24,894 40	.....	39,433 60
Lacquer ware....boxes.	.....	24,969 60	.....	36,307 20	.....	28,339 20
Oil.....piculs.	74,465	216,729 60	3,192	31,076 80	1,383	7,977 20
Sea-weed.....do...	26,050	43,876 80	16,472	23,201 80	13,105	22,400 00
Saltpetre.....do...	1,926	8,606 40	1,985	15,798 40	411	3,537 60
Paper.....do...	.....	.....	.....	9,662 40	.....	7,944 00
Wax.....do...	1,132	15,696 00	424	5,217 60	249	3,192 00
Isinglass.....do...	1,502	21,878 40	338	9,960 00	87	3,249 60
Ginseng.....do...	138	14,592 00	45	10,368 00	68	10,915 20
Mushrooms.....do...	.....	.....	1,117	18,388 80	572	10,756 80
Dried fish.....do...	8,332	95,462 40	2,175	17,563 20	3,773	22,593 60
Silk goods.....boxes.	325	38,865 60	116	5,973 60	.....	1,300 80
Raw cotton.....piculs.	.....	.....	47	3,590 40	4,616	64,747 20
Medicine.....do...	.....	59,350 40	.....	18,936 00	.....	1,068 80
Gall nuts.....do...	2,317	11,544 00	488	2,174 40	67	345 60
Camphor.....do...	30	628 80	438	6,820 80	79	2,265 60
Miscellaneous.....do...	.....	291,840 00	.....	66,595 20	.....	19,982 40
Total in Mexican dollars.	.....	3,957,643 60	.....	2,674,511 40	.....	6,317,086 80

IMPORTS.

Table giving a comparative view of the import trade at the port of Kanagawa during the three years from January 1, 1860, *to December* 31, 1862.

Commodities imported.	1860.		1861.		1862.	
	Quantity.	Declared value.	Quantity.	Declared value.	Quantity.	Declared value.
Gray shirting.....bales.	1,839	$166,656 00	3,589	$294,393 60	2,698	$268,809 80
White shirting.....do...	909	102,403 20	331	26,016 00	259	27,729 60
Dyed shirting.....do...	.....	.....	523	72,345 60	180	32,539 20
Camlets.....do...	1,541	283,060 80	4,299	204,846 40	2,696	48,249 60
Cotton.....do...	1,708	115,507 20	2,004	324,848 80	1,139	104,174 40
Chintz.....do...	354	40,876 80	372	32,223 20	625	73,512 00
Taffachelas.....do...	.....	.....	452	36,355 20	273	65,174 40
Velvets.....do...	163	19,228 20	129	10,420 80	164	23,208 00
Woollens.....do...	422	53,700 80	104	17,928 00	189	35,313 60
Brocades.....do...	.....	.....	232	33,134 40	116	18,014 20
Cotton yarns.....piculs.	.....	.....	2,438	72,916 80	3,167	128,606 40
Long ells.....bales.	175	4,392 00	5	1,248 00	57	8,193 60
Lastings.....do...	.....	.....	.....	.....	40	6,844 80
Vermilion.....piculs.	.....	.....	175	15,902 40	183	15,739 20
Medicine.....do...	.....	18,047 60	.....	61,032 00	.....	20,563 20
Tin, lead, spelter, &c.do.	.....	11,472 00	5,590	127,554 40	48,183	1,190,880 00
Timepieces.....	.....	.....	.....	1,508 80	.....	1,958 40
Provisions.....	.....	.....	.....	.....	.....	14,678 40
Sugar.....piculs.	.....	.....	2,086	9,878 40	1,089	9,724 80
Tin plates.....boxes.	.....	.....	180	955 20	106	398 40
Miscellaneous.....	.....	109,665 60	.....	134,255 20	.....	50,568 00
Total.....	.....	925,010 20	.....	1,477,763 20	.....	2,144,880 00

The import sales have been unusually active in camlets, tin, lead, zinc, and spelter, with large sales to native merchants for consumption and government uses, and the demand still continues. The value of imports over 1862 will be of considerable importance both in the way of profit and exchange to the importers. The value of Japanese custom-house returns may be fairly estimated by the following tables:

Value of exports for 1860,	$3,954,298	Imports.....	$945,711
" " " 1861,	2,682,952	"	1,457,315
" " " 1862,	6,305,128	"	2,576,930

My own opinion, after as careful inquiry and analysis of the trade here as I can give it, is, that both export and import values are too little by at least one-third. The secret of this is that these values are the basis upon which duties are paid. The same estimate makes the values of 25,891 bales exported silk, 1862–'63, at less than $6,000,000; and this is certainly erroneous. This silk cost not less than an average of $350 per bale, which would make $9,061,850, say, in round numbers, $9,000,000. My estimate, then, is that the real value of exports for 1862 was—

For silk	$9,000,000
" tea	1,250,000
" lumber	425,000
" cotton	200,000
" sundries	1,500,000
Total exports	12,375,000

I estimate the imports of 1862–'63 worth not less than $3,500,000.

The average prices of silk were from $350 to $530 per picul; cotton, $13 50 to $20 per picul; tea, $3 to $40 per picul.

The following tables will show the average market prices of the articles therein named for the year 1862.

Average market prices of the following commodities at the port of Kanagawa during the year ended December 31, 1862.

Commodities.	Average prices.		Remarks.
	From.	To.	
American drills.....	$3 50	$3 70	
Gray shirtings, 5¼ catties.....	2 00	2 60	Cotton, prices nominal and actually higher in favor.
6 catties.....	2 10	2 80	
6¼ catties.....	2 30	3 15	
White shirtings.....	2 30	2 80	
White spots.....	2 30	2 80	
Dyed spots.....	3 00	3 50	
T cloth.....	1 65	2 10	
Turkey red shirting	3 00	3 60	
Brocades, white.....	2 00	2 75	
colored	3 20	3 75	
purple.....	3 50	3 75	
Chintz, assorted.....	1 85	2 50	
Camlet B B B, good colors.....	22 00	25 00	Always wanted; price according to stock and occasions.
assorted.....	21 00	23 00	
S, good assortment.....	22 00	23 00	
S S, good assortment....	20 00	22 50	
S S S, good assortment...	18 50	19 50	

Average market prices of the following commodities, &c.,—Continued.

Commodities.	Average prices. From.	Average prices. To.	Remarks.
Taffachelas	$3 50	$4 50	In good request always.
Lead, per picul	8 50	9 50	Very large business of late.
Tin, block, per picul	26 00	44 00	Do.
plate, per picul	7 00	8 00	Little wanted.
Velvets, black, 35 yards	9 00	11 00	
blue, 27 yards	6 00	8 00	
indigo	8 50	10 00	
Lastings	13 50	14 50	
Long ells, scarlet	8 00	8 50	
black	9 00	10 00	
Long ells	7 00	8 00	
Yarn, 16 to 26	38 00	45 00	
28 to 32	48 00	50 00	
38 to 42	53 00	60 00	
Indigo	8 00	9 50	
Cotton, raw, per picul	14 50	16 50	
Vegetable wax, per picul	13 00	15 50	
Rape-seed, per picul	2 15	2 20	Nothing exported.
Rape-seed oil, per picul	6 40	6 50	
Fish	4 00	.....	
Sea-weed, cut, per picul	3 00	3 50	
uncut, per picul	1 80	2 75	
Coir, per picul	1 50	3 50	
Gall nuts, per picul	6 00	7 00	
Dried shrimps, per picul	11 00	14 00	
Iron, per picul	3 20	.....	
Camphor, per picul	26 00	32 00	
Fakeing, per picul	1 50	2 00	
Copper bolts, per picul	18 50	20 00	In good demand for Hong Kong, re-exported to East Indies.
wire, per picul	20 00	23 00	
Tobacco, per picul	3 50	5 00	
Saltpetre, per picul	9 50	12 00	Small quantities only attainable.
Coal, per ton	6 50	7 00	
Ginseng, per catty	3 00	5 00	
Flour, per picul	2 30	2 60	
Timber, per 100 plank	16 00	19 50	Very good business.
RAW SILK.			
Ida, 1, 2	490	520–530	Very scarce in 1862–'63.
My bash, best	500	530	Includes both mybash and sinchew silk, sold at home under the denomination of "dye spots."
medium	480	490	
inferior	450	470	
Soda, 1, 2	440	475	
Ashu, best	460	480	All these descriptions have lately risen in prices more than any other description of Japan silk, and are quoted at present from 10 to 25 per cent. dearer than the average prices of 1862.
medium	400	440	
inferior	350	380	
Co shu, 1, 2	380	400	
2, 3, 4	370	375	
3, 4, 5	340	350	
Hatchagu	325	335	
Taysaam sorts	330	370	
TEA.			
Ordinary	1 00	3 00	
Good ordinary	4 00	6 00	
Common	8 00	12 00	
Good common	14 00	20 00	
Fair to good	21 00	28 00	
Fine	29 00	32 00	
Finest	33 00	upwards	to $40; some higher.

The shipping arrivals have been of far greater importance than for any previous year.

The arrivals for 1860 were, in all, 103. American tonnage, 16,629; all others, 24,276 tons. Nationalities imperfect.

Arrivals for 1861: American, 27; tonnage, 13,153; British, 37; tonnage, 15,234; Dutch, 9; tonnage, 2,382; French, 1; tonnage, 268.

Arrivals for 1862: American, 35; tonnage, 17,761; British, 65; tonnage, 19,181; Dutch, 13; tonnage, 3,302; French, 4; tonnage, 734; Russian, 3; tonnage, 858; Prussian, 1; tonnage, 1,040.

Arrivals for 9 months, 1863: American, 33; tonnage, 19,246; British, 83; tonnage, 26,660; Dutch, 11; tonnage, ———; French, 3; tonnage, 898; Russian, 2; tonnage, 740; Prussian, 6; tonnage, 1,473.

Departures, 1860: All, 106; tons, 41,101.

Departures, 1861: American, 25; tons, 11,119; British, 36; tons, 14,822; Dutch, 8; tons, 2,112; French, 1; tons, 268.

Departures, 1862: American, 25; tons, 15,301; British, 52; tons, 15,202; Dutch, 10; tons, 2,642; French, 4; tons, 734; Russian, 3; tons, 858; Prussian, 1; tons, 1,040

Departures for 9 months, 1863: American, 31; tons, 19,246; British, 83; tons, 26,660; Dutch, 11; tons, ———; French, 3; tons, 898; Russian, 2; tons, 740; Prussian, 5; tons, 1,340.

In 1862 six vessels were sold to the Japanese, viz.: one American steamer and two sailing vessels, and three British steamers. During the same year two wrecks occurred on the coast, viz.: American bark Cherallie, of New York, 543 tons: ship and cargo total loss; Dutch brig Guinea, of Amsterdam, 200 tons: ship lost, cargo saved; and June 4, 1863, American ship Viking, of New York, 1,349 tons, was wrecked on Prince island: ship and cargo total loss.

The Japanese government is also said to have lost by wreck two foreign-built vessels since the 1st of January last.

No improvement has been observed by the Japanese in the construction of lights, light-houses, ship-building, dry docks, or facilities for repairs of vessels or relief of wrecks. The government is making, however, a more correct geographical and hydrographical coast survey of the country, and one that promises to be of some importance.

The men-of-war visiting this port: British, 105; French, 25; Dutch, 27; Prussian, 18; Portuguese, 7.

Trade is proportionably divided, except that the British do about two-thirds of the silk and tea export business of the port, and about the same proportion of the whole import business, except tin and lead. The balance of the trade may be safely estimated to be done two-thirds by American houses, and the remainder by the French, Dutch, and Prussians, in about equal proportions.

The Japanese government, by the governor and custom-house authorities of Kanagawa, has allotted lots of ground for residences and business purposes this year, 1863, to Americans, 25 lots; to English, 13 lots; to French, 12 lots; to Dutch, 11 lots; to Prussians, 8 lots; to Portuguese, 5 lots.

Foreigners' houses in 1859, none; population, none.

In 1862, foreigners' houses, 98; population, 220.

In 1863, foreigners' houses, 113; population, 265.

Native houses, 1859, 614; population, 3,046.

Native houses, 1862, 1821; population, 8,297.

Native houses, estimated, 1863, 2,000; population, 9,200.

In agricultural matters, the country has this year been blessed with a full average crop, and is called by the natives a good season. The tea crop is, however, believed defective and short, because of the great uncertainty in relation to foreign affairs, and want of confidence on the part of growers that they

would be able to find a market for their production. On this latter account, and the panic of April and May, the pickings were scant when the tree was in its primest state. The same remarks, it is feared, must be made in regard to the cultivation of the mulberry and silk-worms, and picking of cocoons; still neither may be true. The cotton crop this year, it is hopefully anticipated, will be largely in excess of any year in the history of its production in the empire. Its growth has been immensely stimulated by the price per bale (usually about one picul as it comes rudely prepared to market) going up from $13 50 to $18 50 and $20, as in quality, per picul; and the demand or supply has not so far slackened, showing that the resources of the country are in one sense unlimited. Indeed it is quite marvellous where all the supply comes from, and more particularly so when it is remembered that less than *two* years ago raw cotton was imported here from China to supply absolute deficiencies, (the Japanese never buy any article unless they need it,) and found purchasers for it at $18 per picul. The staple of the Japanese cotton is short, fibre very fine, color white, and far superior to China or Surat, and better than the best India cotton, unless very choicely selected. The manufactured cottons of the country are narrow widths, like denims, all narrow cloths, many checks and stripes, but no prints. The art of printing cottons is clearly not understood here. The quantity consumed may be estimated when it is remembered that, of the masses, say seven-tenths of the entire population of 40,000,000 of people wear nothing but cotton, and never had, and perhaps never heard of, or saw, at least, a sheep or a piece of woollen cloth—no woollen being used, except very rarely by the higher classes, and that, of course, imported. All house bedding, blankets, coats and wearing apparel of the masses, and sails for vessels, (except where they are matting,) are made of cotton. Some of their duck is considered an excellent article.

Tobacco grows in almost every part of the empire, and is a more universal article of consumption among this people than even cotton, and is not used in so filthy a manner as with us. No chewing, snuff-taking, or "dipping," is known here; but both sexes smoke *ad libitum*. The quality is light brown Manila, and said to be indigenous to the country, though that is doubtful. It was probably introduced by the Dutch or Portuguese from Java or Manila. Some little is exported, perhaps $100,000 worth, this last year; but not being desirable for European use, it finds little favor, except it may be for mixing in manufacturing.

The rice, wheat, and millet crops are abundant, and satisfactory in prices. Flour averages the year round about $2 50 per picul, and is of very fair quality, say equal to our No. 1 western spring wheat flour. Rice averages about $1 85 per picul to foreigners, and one-third to one-half of each of the foregoing prices to the native population, and all other articles for domestic consumption in proportion. The economy of the agricultural departments of this country is well worthy careful study, and more time for examination than I am at present able to give it. The crops are diversified and plentiful, as the country is everywhere fresh and beautiful. Of the financial condition of this country we can learn little, though it is well understood that there is no such thing as a "national blessing" in the shape of a "national debt." Every man must settle his accounts in full before the commencement of the new year, or he loses both caste and credit.

Bankruptcy is almost considered an ineffaceable disgrace. There is a perfect system of banking and exchange, and of pawnbrokers' establishments not a few. The currency of the country is still gold, silver, copper, and iron. No paper bills are used as in China. The rate of foreign exchange here is so variable that I can give no reliable information on the subject.

The gold coins of the country have disappeared from use, and we only see

in mercantile transactions Mexican dollars or silver itzibus. The value of the former is undoubtedly depreciated below its true worth, but time, trade, or a new treaty, must regulate this already much vexed question, while the value of the latter is above its true standard. At present, the currency is 241 itzibus for 100 Mexican dollars, while it takes three of the present circulation (itzibus) to weigh one dollar. And such is the high price of silver per ounce in London, that no man can lay down dollars here now at a less cost than 126 cents for each Mexican of our standard to the dollar; or, in other words, each Mexican dollar is worth a premium of 26 cents; this fact enters into and governs all commercial transactions. * * * * * *

HAKODADI—E. E. RICE, *Commercial Agent.*

Statement showing the description, quantity, and value of the imports at the port of Hakodadi during the year ended December 31, 1862.

Description.		Quantity.	Value.
Glass	casks	200	$686 00
Glass	ps	150	.....
Woollen goods	packages	18	3,149 00
Cotton	do	26	3,521 00
White sugar	barrels	535	972 61
Velvet	bales	5	783 16
Vermilion	boxes	20	730 00
Candies	do	50	250 00
Rhubarb	pounds	300	220 00
Flour	casks	64	252 00
Glassware	do	8	205 00
Candles	boxes	25	200 00
Sheet iron	pounds	300	150 00
Liquors	casks	42	205 00
Soap	boxes	100	108 50
Sea-biscuit	pounds	1,000	53 60
Sea-biscuit	barrels	2	
Bacon	pounds	600	24 00
Butter	casks	2	15 00
Ham	pounds	1	10 00
Rosin	casks	½	2 40
			11,537 27

Statement showing the description, quantity, and value of the exports from the port of Hakodadi during the year ended December 31, 1862.

Description.		Quantity.	Value.
Seaweed	catties	4,194,027	$70,567 22
Fish-oil	do	364,469	10,250 15
Cuttle-fish	do	310,422	16,591 35
Coal	do	930,000	1,199 62
Sulphur	do	149,256	1,697 87
Lumber	pieces	123,393	14,566 08
Awabi	cans	103,671	14,494 39
Firewood	pieces	49,012	469 03
Charcoal	catties	48,997	202 90
Codfish, (dried)	do	26,712	916 64
Erico	do	26,370	5,084 78

Statement showing the description, &c, of exports from Hakodadi—Continued.

Description.		Quantity.	Value.
Ginseng	catties	8,211	$22,739 90
Potatoes	do	4,054	2,230 78
Sewing silk	do	2,501	7,505 25
Oars	pairs	1,044	257 83
Vegetable oil	catties	800	101 17
Wine, (Japanese)	bottles	400	34 30
Tea	catties	285	18 82
Cordage	packages	29	387 00
Salt	bags	149	52 00
Onions, (preserved)	casks	120	47 87
Vinegar	do	108	77 96
Medicine	catties	100	10 71
Tobacco	packages	54	118 13
Tobacco	boxes	50	261 56
Teapots, (porcelain)	pieces	50	3 75
Sieves	do	20	2 89
Lead	do	14	47 60
Figs, (dried)	packages	8	24 10
Ginger	casks	6	12 86
Tobacco pipes	cases	5	140 96
Cotton	packages	5	30 00
Lacquered ware	do	3	74 49
Straw matting	boxes	3	6 00
Oranges	do	3	4 60
Silk and cotton stuff	packages	2	107 18
Copper ware	do	2	78 46
Chestnuts	do	1	2 76
			170,418 26

Statement showing the number and nationality of merchant vessels and vessels-of-war arrived at the port of Hakodadi during the year ended December 31, 1862.

MERCHANT VESSELS.			VESSELS-OF-WAR.	
Nationality.	No. of vessels.	Tonnage.	Nationality.	No. of vessels.
United States	28	8,114	Russian	23
British	14	.....	American (U. S.)	1
Dutch	2	.....	French	1
Russian	4	.....	Dutch	1
Total	48	8,114	Total	26

MUSCAT.

ZANZIBAR—WILLIAM S. SPEER, *Consul.*

NOVEMBER 22, 1862.

The city of Zanzibar is situated on a small cape projecting from the eastern shore of the island, and covers an area of about 450 acres, or three-fourths of a square mile. The principal buildings are of undressed coral rock, and plastered

within and without and above with white lime, which, under the beams of a vertical sun, give to the town a glaring appearance.

ZANZIBAR TERRITORY.

The dominions of the sultan of Zanzibar consist of the islands of Zanzibar, Pemba, Latham, (rich in guano,) all the islets lying off the main land of Africa, from 2° north latitude to 12° 22′ south latitude, and the whole of the east African coast included within the parallels named, and extending westward indefinitely into the interior of the continent, embracing some 1,200 miles of sea-coast.

COMMERCE.

Aliens of all nations are allowed to land here unquestioned, to reside unmolested, and to depart at their pleasure; they may not, however, violate the laws of the land.

A stranger having no friend here, and desirous of entering into traffic, on application to the sultan, to the master of customs, or to the city governor, is furnished with an intelligent guide to assist him in the purchase or sale of cargo; and he is expected, when these services are rendered, to make a present to the guide by way of compensation.

RATE OF COMMISSION.

Agents resident here charge 2½ per cent. on all moneys passing through their hands.

The commission for the purchase of a cargo here, or on the coast, is 2½ per cent. Transactions in cash or on credit.

There is no duty on specie.

Cash transactions are the rule, but credits of six months can be had at 4½ per cent.

Brokerage is unknown in a country having no currency of a fluctuating value. The premium or rate of exchange between this city and New York is 20 per cent.

An agent guaranteeing the payment of credits charges 2 per cent. in addition to the 2½ per cent. commission.

The commission of 2½ per cent. covers all cost for weighing, gauging, measuring, packing, and storage. Storage is ½ per cent.

FREIGHT.

The rate of freight to the United States is unknown. All merchants in this trade ship in their own vessels.

RENTS.

Rents are very low. A trader may hire a most comfortable and commodious house, suitable for a dwelling, store-room, and all his purposes, for $250 per annum.

DUTIES.

There is no export duty on goods shipped from Zanzibar to any quarter.

The duty on imports of every description is five per cent. All goods pass through the custom-house, and the duty is collected before their removal. The expense of passing goods through the custom-house lies upon the owner.

The transhipment of goods in the harbor does not subject the goods to the duty of five per cent. The sultan has given me this assurance in writing. But the formers of the revenue compel all dows or native vessels to land their cargo and pay duty; thus forcing our merchants from direct trade with the

coast, only twenty miles distant. A cargo collected on the coast, and worth say $100,000, must, before being loaded into the ship waiting to receive it, pass through the custom-house and pay $5,000—a matter that should be regulated by treaty stipulations forthwith. Our merchants used to run schooners to the coast, to avoid this unnecessary tariff, and appealed to the treaty. But they had it to pay. There is no interior duty on goods of any description, nor on the privilege of selling them. Disputes seldom arise at the custom-house as to the value of the goods landed. If the owner is unwilling to pay five per cent. upon the assessed value, he is at liberty to leave one-twentieth of the cargo in rule; such is the rule that prevails at the custom-house. The duties are almost always paid in coin. The invoice an agent or the captain is likely to exhibit as the basis for calculating the amount of the five per cent. duty, will hardly make the tariff bill extravagant. The value assessed on the goods is always moderate; and from my estimation of the people, I should be disposed to presume any one in the wrong who should have a difficulty with them. They are, beyond question, a harmless and accommodating people—a timid, gentle race.

PILOTAGE.

I cannot ascertain that any of our merchant ships employ pilots in this harbor or channel. There are many professional pilots, but they are all unauthorized, save one—his Majesty's government pilot. Doubtless American whalers putting into this port require the services of a pilot, but by the terms of the treaty the pilots cannot collect pilotage from the ship's captain, only as an act of grace, or as a present. The treaty stipulation should read that American vessels shall pay pilotage only, where a pilot is actually employed.

LIGHT-HOUSES.

There are no light-houses within these dominions. There are some buoys in the channel.

No sentries are stationed on ships to prevent smuggling.

There are no quarantine regulations for any port in the Zanzibar dominions. There is no board of health, even.

There is no boarding officer for the harbor.

CURRENCY.

I had some difficulty in ascertaining what is the currency of Zanzibar; it is exclusively metallic. I doubt if there is a bank note in the city. Foreign coins find their way to this port, but do not enter largely into the circulation.

The English sovereign is current at $4 75; the French five-franc silver, 94 cents; the French five-franc gold, 93¾; the French ten-franc gold, $1 87½; the French twenty-franc gold, $3 75. I have seen no American gold on this island.

With the above and similar exceptions, the currency here is the "pice" and the Austrian rix or black dollar.

The pice is an iron-copper coin, of the size of our small copper cents, and is worth 8⅓ mills. 120 pices make one dollar.

The Austrian rix dollar is worth 97½ cents. As iron enters into its composition, the coin when buried, (the universal practice here,) turns black.

There is something resembling a board of trade here. It is held every day at the custom-house. * * * * *

IMPORTS.

From Muscat the imports are dates, cheese, butter, salt fish, turbuces, Arabian longees, shirtings, and horses.

From Bombay the imports are white sugar, rice, cutlery, furniture, rugs, silks, and every kind of cotton and woollen goods worn by rich Arabs and Hindoos.

From France, crockery and china ware, watches, clocks, iron for negro ornaments in the Nemwei, (African interior,) sherbut, cutlery, umbrellas, black cloth, silks, and a variety of French trifles.

From the United States, cotton, guns, powder, and sugars, are imported.

From Mozambique, corn; from Madagascar, rice; from Comoro, a few slaves.

From the east coast of Africa, ivory, copal, hides, horn, ostrich feathers, staves, and couries.

EXPORTS.

To the east coast of Africa, powder, guns, iron, brass wire, cotton cloths, corn and rice, are exported.

To the west coast, couries.

To Bombay, specie, cloves, copal, ivory, cocoanuts, tiling.

To Muscat. cloves, slaves, American cotton, and specie.

To Calcutta, cocoanuts and tiling.

AMERICAN TRADE.

During the quarter ended June 30, 1862, no American vessel visited this port. At present our trade is almost entirely suspended.

Tabular statement showing the number of American vessels that have visited the port of Zanzibar from 1857 *to* 1862, *inclusive.*

Where from.	No. of vessels.	Where belonging.	No. of vessels.
Salem	26	Salem	67
Muscat	17	Providence	18
Adena	17	Boston	13
Providence	15	To other ports	3
Mozambique	9		
Nos-beh	5		
Brana	5		
Quilimane	2		
Tamatan	2		
Mauritius	2		
Boston	1		
Total	101	Total	101

Comparative tabular statement showing the description and number of cargoes of American manufactures brought to Zanzibar in American bottoms for the several periods of 1837–'45, 1846–'56, 1857–'62, *inclusive.*

Description of some of the articles composing cargoes.	1837 to 1845, inclusive.	1846 to 1856, inclusive.	1857 to 1862, inclusive.	Total No. of cargoes.
	Number of cargoes.	Number of cargoes.	Number of cargoes.	
Domestics	60	40	52	152
Specie	38	29	20	87
Powder	28	14	37	79
Muskets	32	9	21	62
Naval stores	19	3	4	26
Loaf sugar	9	14	28	51
Brass wire	7	11	29	47
Tobacco	14	11	19	44
Hides	8	.....	.....	8
Brown soap	7	4	11	22
Crockery	15	1	.....	16
Chairs	6	4	4	14
Rosin	1	1	8	10
Bread	.....	.....	13	13
Glassware	8	.....	.....	8
Coffee	9	.....	.....	9
Goat and sheep skins	5	.....	.....	5
Dates	7	.....	.....	7
Hardware	4	.....	1	5
Dry goods	4	.....	2	6
Cigars	.....	.....	3	3
Clocks	.....	.....	3	3
Shirtings	.....	.....	3	3
Beads	2	1	.....	3
Paints	3	.....	.....	3
Nails	2	.....	.....	2
Wines, &c.	1	.....	1	2
Sheeting	.....	.....	2	2
Cannon	.....	.....	2	2
Furniture	2	.....	.....	2
Drill cotton	.....	.....	2	2
Copper	.....	.....	2	2
Umbrellas	1	.....	.....	1
Flour	1	.....	.....	1
Turpentine	1	.....	.....	1
Cotton yarn	1	.....	.....	1
Iron hoops	1	.....	.....	1
Writing-paper	1	.....	.....	1
Drugs	2	.....	.....	2
Hams	.....	.....	2	2
Pork	.....	.....	1	1
Total	299	142	270	711

Comparative statement showing the description and quantities of American manufactures imported into Zanzibar from 1857 *to* 1862, *inclusive.*

Description.	1857.	1858.	1859.	1860.	1861.	1862.	Total.
Domestics .....bales..	10,450	8,236	6,018	6,778	4,887	456	36,825
Specie .....dollars..	49,441	39,470	41,510	46,000	27,700	15,000	219,121
Powder.....kegs..	15,885	14,694	6,911	3,248	7,007	880	48,625
Muskets	1,580	10,800	5,000	9,160	2,600	.....	29,140
Loaf sugar.....boxes..	213	1,075	185	557	246	277	2,553
B. wine.....casks..	320	160	50	112	.....	.....	642
Tobacco .....boxes..	.....	219	212	601	407	181	1,620
Soap .....do...	3,196	.....	400	250	.....	702	4,548
Flour ....barrels..	22	129	145	200	96	273	865
Bread .....do...	174	50	20	52	100	39	435
Bread .....tins..	172	540	.....	79	100	38	929
Biscuit .....do...	39	350	240	79	.....	.....	708
Rosin ....barrels..	.....	100	350	410	100	.....	960
Chairs ....cases..	.....	.....	.....	40	.....	20	60
Sugar .....bags..	.....	.....	250	304	236	.....	790
Shoes .....cases..	6	.....	.....	.....	.....	.....	6
Sheeting ....do...	100	.....	.....	.....	.....	.....	100
Drills .....bales..	25	.....	.....	.....	.....	8	33
Shirting .....do..	100	.....	.....	.....	.....	51	151
Clocks .....cases..	.....	20	.....	49	30	.....	99
Handkerchiefs.....do...	.....	.....	.....	18	.....	.....	18
Cotton, bleached....do...	.....	.....	.....	.....	.....	11	11
Cannon.....	.....	.....	.....	.....	2	.....	2
Copper	.....	.....	.....	.....	2	.....	2

Tabular statement showing our exports from the port of Zanzibar for the five years ended June 30, 1862, *together with the next quarter, ended September* 30, 1862.

Description.	1857.	1858.	1859.	1860.	1861.	1862.	Total.
Copal .... pounds..	725,205	329,500	415,290	565,710	893,470	245,280	3,184,455
Ivory ....do...	153,672	92,000	40,700	102,410	.....	.....	388,782
Ivory .....pieces..	623	146	1,386	.....	1,114	.....	3,269
Ivory ....in scrivellos..	51	.....	84	.....	424	.....	559
Ivory .....pounds..	1,750	599	.....	.....	.....	.....	2,349
Specie..... dollars..	113,000	131,000	84,000	122,000	37,000	46,000	533,000
Cloves ....bags..	20,000	1,655	6,050	7,000	7,400	1,200	45,305
Hides	95,000	55,950	22,309	66,100	49,200	35,156	323,715
Skins, goat and sheep..	105,500	97,540	187,000	28,945	107,600	60,000	586,585
Pepper .....bags..	182	600	281	3,058	343	361	4,825
Coin .....packages..	622	180	100	365	300	100	1,667
Dates	15,205	12,800	6,900	13,619	.....	.....	48,524
Clove-seed .....bags..	10,990	2,100	1,174	1,250	876	1,311	17,701
Coffee .....do...	4,900	2,300	1,600	2,437	.....	.....	11,237
Aloes ....barrels..	4	.....	.....	.....	.....	.....	4
Myrrh ....bags..	38	.....	150	264	23	25	500
Tortoise-shell. .pounds..	200	.....	.....	650	800	26	1,676
Rosin .. ..barrels..	.....	.....	.....	466	.....	.....	466
Beeswax.....do...	.....	.....	.....	20	.....	207	227
Gum-arabic .....bags..	.....	.....	300	9	12	.....	321
Ebony .....tons..	10	.....	.....	52	20	853	935
Senna .....bags..	.....	.....	.....	304	.....	.....	304

Tabular recapitulation of the grand totals, averages, &c., of American trade at the port of Zanzibar from 1837 *to September* 30, 1862.

Years in periods.	No. of vessels.	Tonnage.	Value of imports.	Value of cargoes landed.	Value of exports.
1837—1846	141	32,418	$2,359,633	$1,480,977	$2,163,095
Annual average	16	3,602	262,181	164,533	240,343
1846—1856*	271	65,096	6,592,873	3,072,682	6,582,237
Annual average	27	6,589	659,287	307,268	658,223
1857—1862	137	41,827	4,719,201	‡2,000,000	4,815,132
Annual average	†23	6,971	786,533	333,333	802,522
Grand total of 25 years.	615	156,503	15,279,708	7,358,793	15,261,552
Annual average for 25 years	24	6,260	611,188	294,310	610,462

* To April 1. † Nearly. ‡ Estimated.

Tabular statement showing the annual total and average value, in dollars, of imports into and exports from the port of Zanzibar in American vessels from January 1, 1857, *to September* 30, 1862.

Years.	No. of vessels.	Tonnage.	Value of imports.	Value of exports.
1857	34	10,704	$1,125,807	$1,173,316
1858	32	9,140	966,882	902,862
1859	34	9,244	1,255,490	1,216,235
1860	22	7,316	732,038	855,549
1861	12	4,191	538,984	558,170
1862	3	1,232	*100,000	*109,000
Total	137	41,827	4,719,201	4,815,132
Annual average	23	6,971	786,533	802,522

* Estimated.

From which it appears that the four years 1857, '58, '59, '60, may be regarded as the best years of the trade since 1854. From the year 1860 this trade has steadily declined, for which there is but one real cause—our civil war. Excluding the two bad years, 1861, '62, we have the annual average imports.

SALEM, *May* 4, 1863.

I take the earliest opportunity to acknowledge the receipt of your letter of the 3d instant.

I was a resident at or near Zanzibar, and in frequent business intercourse with it, for a space of 20 years. I enjoyed, during the four years that I was consul, a favored and frequent personal intercourse with Seyd Maseed bin Seyd bin Sultan, the present Imaum of Zanzibar, who always seemed disposed to look favorably upon the Americans in their commercial intercourse with his subjects.

Our trade was conducted upon terms as favorable as that of any other nation; and upon reflection, I do not think it possible that any material increase of trade

could be created with Zanzibar from any new treaty or convention. My opinion is formed from a long and familiar acquaintance, not only with the habits, but the character also, of both the rulers and natives of those countries. I have not now, and probably never shall again have, any personal interest in the Zanzibar trade, but have known that the trade has been much decreased during the rebellion here, and must have been so during the few weeks' residence of Mr. Speer in Zanzibar. Before the present war there have been 12,000 bales of manufactured cotton goods exported to Zanzibar per annum; I think since the war not more than 1,000 bales in all have been sent. From the sale of these cottons, funds are made with which to procure return cargoes, unlike other places or ports in India, there being no sale for bills of exchange on England.

D. W. MANSFIELD.

PROVIDENCE, *May* 4, 1863.

Herein I beg to acknowledge the receipt this day of your letter of the 2d instant, containing the inquiry, "If within my knowledge there were any such restrictions upon our trade at Zanzibar, as to require or make expedient any further negotiations."

I beg leave to say in answer, none whatever. The treaty existing was made with the late imaum, who died while I resided at Zanzibar, in 1857. Its stipulations I regard as exceedingly favorable to American trade; the duty on imports being 5 per cent. on their market value, payable in cash or in kind, at the option of the seller. Every facility is allowed to all agents of the foreign houses resident there, as well as to strangers or new-comers, and I may truly say, almost every indulgence also. Complaints against offenders or debtors are instantly attended to by the king Seyd Mayid in person, and all wrongs are fully redressed. I have never been in any country or city where the person or property of foreigners was so secure or safe as in Zanzibar. I resided there two years, and during that time my transactions in trade exceeded $400,000.

* * * * * * * *

R. GREENE.

(The present peculiar importance of the subject recommends the insertion of the following letters in this report with the view of extensive publicity.)

Dr. Dung to Mr. Seward.

NEW YORK, *December* 21, 1863.

SIR: The medical profession has recently hailed the discovery of the long-desired and vainly-sought-for means of contracting the pupil of the eye so as to enable the physician to reach the seat of certain lamentable and heretofore incurable diseases of the organ of sight.

In Calabar, on the coast of the Gulf of Guinea, is growing a bean, which bears the sole name of "bean of Calabar." This plant is known at present to be possessed exclusively of the quality of causing the contraction of the pupil of the eye. Some eminent physicians in London have lately obtained the happiest results in using it for that purpose. Apprized of this fact, I communicated immediately with my correspondent, (my calling in New York being both that of chemist and apothecary,) and was answered, that the small quantity of the said bean was seized upon by the physicians; the bean having been obtained only through the help of missionaries in that part of Africa, as the native chiefs of Calabar are opposed to its exportation, it being used in Divine judgment among the African people. The priests and chiefs cultivate the plant in well-

protected gardens; and where it springs up spontaneously, it is rooted out, for fear it might fall into the hands of foreigners or laymen.

The botanical name of this plant is physostigma venenosum. It belongs to the family of leguminosæ; genus, papilionaceæ; species, phaseolæ. It grows in the interior of Calabar, in marshy soil; is a climbing plant, reaching nearly 40 feet high; the blossoms are pink, with purple veins. The pod (diliqua) is about 15 centimeters long, and contains from two to three seeds. The smell is not disagreeable.

Allow me, therefore, sir, to take the liberty of presenting the subject to your consideration, as the head of a department ranking so high among the distinguishing benefits of the American people, and as one ever known to second, with generous and noble liberality, every endeavor towards the good of mankind.

In conclusion of this letter I have to add, that the bean became first known in the scientific world in 1844, through Dr. Daniell. The Ethnological Society of Edinburgh published afterwards, in 1846, a treatise upon its excellent effects. In 1859, Rev. Peter Thomson sent some beans to Messrs. Murray & Balfour, in London.

Dr. Graefe, of Berlin, the greatest oculist at the present time, has lately submitted the effects of it to the medical academy of the same city, June 20, 1863; and his demonstration culminated in the conclusion that the plant will be an indispensable and only means for curing certain diseases of the eyes.

Your obedient servant,

Dr. ALBERT DUNG.

Hon. F. W. SEWARD,
Assistant Secretary of State.

James S. Hildreth to Mr. F. W. Seward.

U. S. ARMY EYE AND EAR HOSPITAL,
Chicago, Illinois, August 10, 1864.

SIR: I have the honor to acknowledge the receipt of your communication, dated the 3d instant, and also the parcel of "Calabar beans" referred to therein.

To the oculist the therapeutic importance of this novel remedy can hardly be overestimated; possessing, as it does in an eminent degree, the qualities of a medical agent long desired and labored for by ophthalmic surgeons. * * *

I am, sir, very respectfully, your obedient servant,

JAS. S. HILDRETH,
Surg. U. S. A., in charge of Hospital.

Hon. F. W. SEWARD,
Assistant Secretary of State.

NAVIGATOR'S ISLANDS.

APIA—JOHN C. WILLIAMS, *Acting Consul.*

JANUARY 2, 1863.

Trade report for the year ended December 31, 1862.

There has been a fair amount of business done in this group during the past year; but there being no custom-house, I am unable to make out an accurate statement of the imports or exports of each article.

The following are the gross amounts:

Imports	$128,205 00
Exports	158,950 00

Five per cent. is the usual charge for commission in selling goods; the payments are generally made in cash or cocoanut oil for goods sold. There are no duties of any kind charged in this port.

The only charges made on vessels visiting the port are harbor dues, (four dollars for two masts, and six for three,) and pilotage, one dollar per foot.

SIAM.

BANKOK—J. HASSETT CHANDLER, *Consul.*

JANUARY 4, 1862.

I have the honor to transmit to you the following report of this consulate:

TRADE REPORT.

The crops for 1860–'61 were unusually large. The demand was also great, but not beyond the supply; still they were so nearly balanced that prices have ruled high.

American merchants and shippers have enjoyed a large share of the business. There have been fifty-five arrivals and one purchase, which is counted as an arrival, making fifty-six; more than double those of last year. The duties connected with so many arrivals was no light affair. By comparing the tonnage of these arrivals with that of British vessels, (see enclosure No. 2,) it will be seen that ours is only 1,256 less than the English. Of the arrivals under the British flag, three, if I am correctly informed, were American property, put under that flag on account of the war at home, fear of privateers, and danger of war with foreign powers. The tonnage of those three vessels amounted to over 2,500 tons, which, but for the rebellion, would have made our tonnage larger than that of the English by 1,200 tons or more.

There is still a very limited variety of Siamese exports in American vessels, they being almost exclusively confined to rice, sugar, sapan wood, and teak timber. In native vessels the variety is much greater. Native merchants are many of them farmers of different branches of the royal revenue, which gives them a monopoly of the branch for which they collect. The agents of these farmers are scattered through the country, and they procure their goods at the lowest cost, and ship them in their own vessels. Silk, cotton, hemp, sticklac, ivory, pepper, fish, and many other articles, are almost entirely in the hands of native merchants.

The collection of the royal revenue, the holding of farming rights and monopolies by native merchants, give them great advantages over foreign ones. Among the principal monopolies and farms may be mentioned opium, gambling, spirits, fishing, salt, export duties on rice, import duties, two or three kinds of timber, beeswax, boat tax, markets, blast and cupola furnaces—in short, nearly everything that can be made to yield a revenue is farmed out in some way. The opium farmer pays into the royal treasury, for his monopoly, $384,000 per annum. The gambling farmer pays $292,800. The spirits farmer pays $110,400.

Opium only is recognized by treaty as a monopoly; but the Siamese authorities have been for some time past trying to make the spirit farm a monopoly, about the same as opium. Considerable correspondence, collective and individual, has passed between the consuls and the minister of foreign affairs during

the year on the subject. The Siamese authorities are willing to allow foreigners free trade in liquors among themselves, but protest against their selling it to Siamese subjects.

The import duty on spirits or liquors has not been collected for some time. A majority of the consuls appear to be willing to allow the Siamese authorities or spirits farmer to require a license of the foreign merchants or dealers to enable them to sell to Siamese subjects.

Spirits have become a very extensive article of import. Several of the treaties are very specific in declaring that no other tax or duty other than the three per cent. import duty shall be levied on foreign imports.

FEBRUARY 15, 1863.

* * * Exportations decreased considerably last year consequent upon the large rice crop in China and India. The following table shows the exports for 1861 and 1862 by vessels of various nations :

1861.		1862.	
Nationality.	Tonnage.	Nationality.	Tonnage.
American	28,372	American	23,573
British	36,422	British	28,730
Hamburg	5,501	Hamburg	10,261
Holland	7,612	Holland	10,967
Danish	4,539	Danish	3,980
French	3,247	French	1,700
Total	85,693	Total	79,211
	79,211		
Tons in favor of 1861	6,482		

Principal exports last year (1862) were rice, 1,555,664 piculs;* sugar, 102,516 piculs; sapanwood, 74,776 piculs; pepper, 24,829 piculs; hides, 15,352 piculs; teak, 7,000 tons.

BARBARY STATES.

TRIPOLI—WILLIAM PORTER, *Consul.*

MARCH 31, 1863.

I have the honor to enclose herewith full returns of the trade and commerce of this port for the year 1862.

Everything as to the affairs of this regency goes on smoothly, with brilliant prospects for very abundant crops.

* A picul equals 133⅓ pounds avoirdupois.

Tabular statement showing the description, quantity, and value of the imports at Tripoli, together with the names of the countries where made, during the year ended December 31, 1862.

Description.	Malta.		Italy.		France.		Turkey.		Tunis.		Venice.		Coast.		Total.				
	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quantity.		Value.		
	Okes.	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	*Eng.lbs.*	*Piasters.*	£.	*Dollars.*
British manufactures		16,000		2,000													2,160,000	18,000	87,120
Foreign		1,000		1,000		1,800		1,000		1,200							720,000	6,000	29,040
Colonial		2,000		1,700		1,800		1,500									840,000	7,000	33,880
Iron			50,000	1,000		1,000									100,000	280,000	240,000	2,000	9,680
Brass	4,600	500	6,400	600				400							15,200	42,000	180,000	1,500	7,260
Lead			8,000	400		200					8,000	400			20,000	56,000	120,000	1,000	4,840
Spirits and wine		500		1,500		500		500									360,000	3,000	14,520
Planks		600						300				1,100					240,000	2,000	9,680
Tobacco		300						1,500						200			240,000	2,000	9,680
Rice				300				1,200									160,000	1,500	7,260
Dry fruits		100		100				500		200				100			120,000	1,000	4,840
Sundries		200		300		400		100		200		2,000		300			420,000	3,500	16,940
Total		21,200		8,900		5,700		7,000		1,600		3,500		600			5,820,000	48,500	234,740

Tabular statement showing the description, quantity, and value of the exports from Tripoli, together with the names of the countries whence shipped, during the year ended December 31, 1862.

Description.	Malta.		Italy.		France.		Turkey.		Tunis.		Venice.		Coast.		Total.				
	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value.	Quant'y.	Value	Quant'y.	Value.	Quantity.		Value.		
	Okes.	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	£.	*Okes.*	*Eng.lbs.*	*Piasters.*	£.	*Dollars.*
Ivory	10,000	5,000	5,000	2,500							5,000	2,500			20,000	56,000	1,200,000	10,000	48,400
Dates	110,000	500											100,000	500	200,000	560,000	120,000	1,000	4,840
Natron			12,000	160			10,000	140	30,500	400			8,500	100	60,500	168,000	96,000	800	3,872
Wool	150,000	7,500	50,000	2,500											200,000	560,000	1,200,000	10,000	48,400
Butter							40,000	2,500							40,000	112,000	300,000	2,500	12,100
Madder root	10,000	440	15,000	660	10,000	440	5,000	220	10,000	440					50,000	140,000	264,000	2,200	10,648
	Kilo'gs.															*Imp. grs.*			
Corn	30,000	3,600	60,000	10,800									10,000	1,600	90,000	11,250	1,920,000	16,000	77,440
Barley	10,000	1,600	30,000	5,000									20,000	3,400	60,000	7,500	1,200,000	10,000	48,400
	Jars.																		
Oil	6,000	3,000	30,000	1,500									1,000	500	10,000	18,800	600,000	5,000	24,200
Ostrich feathers				1,000		2,000											360,000	3,000	14,520
Cattle		4,000															480,000	4,000	19,360
Sundries		500						800		400		200		300			264,000	2,200	10,648
Total		26,140		24,120		2,440		3,660		1,240		2,700		6,400			8,004,000	66,700	322,828

MARCH 31, 1863.

I have the honor to report to you that no merchant vessel of the United States has visited this port during the quarter ended on this day, and that no fees have been received in this consulate within the same quarter.

AFRICA.

MONROVIA—A. HANSON, *Commercial Agent.*

JUNE 10, 1863.

I have the honor to enclose herein duplicate copies of the "Liberia Herald," and beg leave to call your attention to "An act confining and restricting foreign vessels to ports of entry from and after the first day of January, A. D. 1865."

AN ACT confirming and restricting foreign vessels to ports of entry.

It is enacted by the senate and house of representatives of the republic of Liberia in legislature assembled:

SEC. 1. That from and after the first day of January, A. D. 1865, (eighteen hundred and sixty-five,) no foreign vessel or vessels arriving on the coast of Liberia from any port or place, or Liberian vessels engaged in the foreign trade, shall be allowed to trade at any point or parts, but at ports of entry that are now or may hereafter be created by the legislature of this republic.

SEC. 2. It is further enacted, that from and after the first day of January, 1865, (eighteen hundred and sixty-five,) all foreign vessels are by this act prohibited from landing or delivering any goods, wares, or merchandise, of whatsoever kind, at any point or part of the coast of the republic of Liberia, except at such points or parts of the coast of this republic as are now or may be declared by the legislature of the republic of Liberia to be ports of entry and delivery.

SEC. 3. It is further enacted, that any foreign vessel or vessels violating any of the provisions of this act shall be seized by any revenue or naval officer of this republic, and brought to the nearest port of entry and delivery, (as in the opinion of the revenue or commanding naval officer may deem expedient,) and delivered into the custody of the national officer of the admiralty court of the county into which said vessel or vessels shall be brought; and upon adjudication and conviction before said court, the master of said vessel shall be fined in a sum of not less than five thousand nor more than ten thousand dollars.

Approved February 4, 1863.

GABOON RIVER—HENRY MAY, *Consul.*

JUNE 16, 1863.

I would beg leave to state that the trade between the United States and this port is very limited. During the past year there have been but three American vessels in this river. These belonged to a single firm in the city of New York. No consular books have been kept in this place; but, according to my best information, there have not been more than three American vessels here during any one year for the past three years. I know of no American vessel expected here at present.

The trade of this river is principally in the hands of the English. The exports from this port during the past year were: ivory, 25 tons; bar-wood, 2,000 tons; rubber, 125 tons; also small quantities of beeswax, gum-copal, and ebony.

The American trade at this port since my arrival (November 3, 1862) has not exceeded $1,200.

SEPTEMBER, 30, 1863.

I have the honor to transmit the following information:

The trade of this river is free to all vessels of every country. No tonnage duties or other port dues are imposed. No vessel, however, is allowed to proceed more than fifteen miles up the river without a special permit from the authorities. This permit has not been granted to any vessel since my arrival. The captain of every vessel must deposit his ship's papers with the commandant of the guard-ship immediately upon his arrival, and report himself to the commandant on shore, presenting a manifest of the ship's cargo and passenger list. No passenger is permitted to land without license. The captain must give twenty-four hours' notice in order to obtain his discharge and receive his papers.

The trade upon this part of the African coast is increasing. The amount of rubber shipped from the Gaboon, Mooney, and Moondah rivers for the present year greatly exceeds that of any former year. This rubber mostly goes to England, costing here about six (6) cents per pound.

The amount of ivory exported from this place and vicinity is about the same as it was twenty years ago, but the price is much higher. Ivory costs here from fifty to one hundred and fifty cents per pound, according to the quality; most of this production goes through England to the continent. The amount of bar-wood is equal to the demand, though it is becoming scarce upon the banks of the river, the principal supply being procured some distance up and in the interior; most of this eventually reaches France, though a great proportion is shipped in English vessels. Bar-wood costs here about four dollars and fifty cents per ton.

It is exceedingly difficult to obtain any reliable information in regard to the resources of the interior; jealousy which exists among the different tribes being an obstacle. From the best information which I can gather, I judge that the rubber trade has reached its maximum, from the fact that the natives, in order to secure the milk from which it is made, destroy the vine.

The French are extending their possessions on this coast, having recently purchased the river and country of Bonny, paying a large sum to the native king, Pepell. They have taken possession of the Congo, at least the north bank of it, and also of Cape Lopez. The latter is a few miles to the south of this river. They have, too, the rivers Mooney and Moondah, which are situated about fifty miles to the north of this place, emptying their waters into the Corisco bay.

I have no arrivals or departures of American vessels to report during the last six months.

CHINA.

SWATOW—C. W. BRADLEY, *Vice-Consul.*

JUNE 30, 1863.

* * * I have also enclosed herein particulars of commerce by American vessels entered and cleared at this port during the past three months, as made up from consular and custom returns—amount of imports being $163,639, and of exports, $175,645 each. The cargoes inward from the north consist chiefly of bean-cakes manufactured from peas at the most northern ports, and are used here as manure on the sugar plantations to a very large extent, more so than at any of the other sugar ports in China.

The quantity imported last year amounts to 470,513 piculs, being an increase of 49,539 piculs over that of the year 1861. The quantity of this year's importation is also large, say for the past six months, being 371,959 piculs.

The value of the import of bean-cake, in 1862, was about $833,397. The

sugar exported from this port goes chiefly to the north of China, a few cargoes finding their way to England, San Francisco and Australia. During the years of 1861 and 1862 the crops of cane were poor, and a considerable falling off in exports has been noticed. It is estimated that from this district, on an average, some 600,000 or 700,000 piculs are reported yearly, and worth, on an average, $5 per picul. The quantity exported in 1862 was 453,978 piculs; thus showing that for these two items of commerce a good many foreign vessels are employed on the coast. For a more full detailed list of the articles of commerce imported and exported, I beg to call your attention to the comparative table of the import and export trade at this port for 1861 and 1862, which has been furnished me by the commissioner of customs of Swatow, and herein enclosed.

Comparative statement of the import and export trade of the port of Swatow during the years 1861 *and* 1862.

Imports.		1861.	1862.	Decrease in 1862.	Increase in 1862.
Shirting, gray	pieces	56,486	41,895	14,591	.....
Shirting, white	do	10,291	15,105	.....	4,814
T. cloths, 24 yards	do	32,505	31,595	910	.....
Linens, gray	do	400	159	241	.....
Cotton, dyed	do	6,590	7,958	.....	1,368
Cotton, fancy	do	2,229	1,688	541	.....
Damask	do	557	1,015	.....	453
Drills, American	do	6,941	2,488	4,453	.....
Handkerchiefs	dozens	.....	1,752	.....	1,752
Blankets	pairs	.....	15	.....	15
Camlets, English	pieces	439	1,391	.....	952
Camlets, Dutch	do	20	16	4	.....
Flannels	do	.....	4	.....	4
Lastings	do	555	1,272	.....	716
Long ells	do	1,673	2,969	.....	1,296
Spanish stripes	do	734	1,281	.....	547
Metals, iron nail rods	piculs	6,213	6,104	109	.....
Metals, lead	do	1,204	795	409	.....
Metals, tin	do	2,319	1,997	322	.....
Cotton, foreign	do	24,418	4,906	19,512	.....
Cotton, yarn	do	7,618	5,310	2,308	.....
Opium, Malwa	chests	1,932	1,978½	.....	46½
Opium, Patna	do	777½	1,251¾	.....	474¼
Bean cake	piculs	420,774	470,513	.....	49,739
Beans and peas	do	96,383	93,431	2,952	.....
Biche de mar	do	478	349	129	.....
Cotton, Shanghai	do	21,347	34,979	.....	13,632
Hemp	do	421	686	.....	265
Mangrove bark	do	744	60	684	.....
Manure cakes	do	5,670	2,867	2,803	.....
Nankins	do	1,420	951	469	.....
Oil	do	1,052	577	475	.....
Pepper, black	do	1,544	1,494	50	.....
Rattans	do	1,549	1,301	248	.....
Rice	do	51,961	23,159	28,802	.....
Sandal wood	do	.....	285	.....	285
Sapan wood	do	3,231	4,523	.....	1,297
Sharks' fins	do	52	50	2	.....
Silk piece goods	do	58	137	.....	79
Vermicelli	do	2,374	4,262	.....	1,888
Estimated value of articles above enumerated		4,555,535	5,055,371	.....	.....
Estimated value of articles not enumerated in the above list		103,794	143,704	.....	.....
Total value of import trade		4,659,329	5,199,075	.....	533,746

Comparative statement—Continued.

Exports.	1861.	1862.	Decrease.	Increase.
Betel leaves ..... piculs.	454	754	.....	300
Capoor cutchery ..... do...	975	1,169	.....	194
Chinaware, coarse ..... do...	11,608	22,725	.....	11,117
Earthenware ..... do...	373	1,064	.....	691
Grass cloths ..... do...	689	455	234	.....
Hemp thread ..... do...	321	494	.....	173
Leather ..... do...	520	456	64	.....
Paper ..... do...	3,418	43,980	.....	40,562
Potato flour ..... do...	9,745	20,427	.....	10,682
Shoes ..... pairs.	25,740	50,139	.....	24,399
Sugar, brown ..... piculs.	262,314	247,465	14,849	.....
Sugar, white ..... do...	204,772	206,513	.....	1,741
Tobacco ..... do...	6,649	7,482	.....	833
Tobacco, leaf ..... do...	1,286	373	913	.....
Vegetables ..... do...	5,430	11,610	.....	6,180
Estimated value of articles above enumerated	2,093,185	3,026,691	.....	.....
Estimated value of articles not enumerated in the above	121,470	183,577	.....	.....
Total value of export trade	2,214,655	3,210,268	.....	995,613

Shipping.	1861.		1862.		Decrease in 1862.	Increase in 1862.
	Vessels.	Tons.	Vessels.	Tons.	Tons.	Tons.
Inward, with cargoes	193	75,585	214	83,138	.....	7,553
Inward, in ballast	28	9,614	37	11,776	.....	2,162
Outward, with cargoes	155	61,605	175	66,477	.....	4,872
Outward, in ballast	61	21,547	70	26,261	.....	4,714

Summary.	1861.	1862.	Decrease in 1862.	Increase in 1862.
Value of import trade	$4,609,329	$5,199,075	.....	$589,746
Value of export trade	2,214,655	3,210,268	.....	995,613
Total	6,823,984	8,407,343	.....	1,585,359

SHANGHAI—GEO. FRED'K SEWARD, *Consul.*

DECEMBER 1, 1862.

I have the honor to forward you, under this cover, a copy of a code of regulations for United States vessels trading in the Yangtsze river, just published by me, by order of his excellency the minister.

It has hitherto been considered an undecided point whether vessels were at liberty to trade at all places on the Yangtsze as far as Hankow, or only at the three ports mentioned in the British treaty. The Chinese have held that the trade was limited; the merchants, on the other hand, that their vessels were free to trade as they chose.

The latter view has at no time received the distinct sanction of the British minister, although supported by the British consuls at this and the river ports, as well as by the consuls of the United States and other nations.

* * These are, indeed, the first full regulations ever promulgated by us; they are definite on the point mentioned, and, as they will be followed by similar regulations on the part of England, become conclusive.

How important they are you will be able to judge when I state that the amount of property in steam vessels held by Americans, and finding employment upon the river, is not less than a million and a half of dollars, and that our interests are but a moiety of the whole.

They are of especial importance to Americans, as, owing to the superiority of our river vessels, we share in the commerce of the Yangtsze in a much larger proportion than that of our general interests in China.

CONSULATE OF THE UNITED STATES,
Shanghai, China, November 25, 1862.

The undersigned is directed by Anson Burlingame, envoy extraordinary and minister plenipotentiary of the United States to China, to give notice that the following revised regulations opening custom-houses at Hankow and Kiukiang, and under which trade is to be carried on, have been communicated to him by the Chinese government, and that they will come into operation on the first of January next, at which time they will supersede the provisional regulations of the fifth of December, 1861.

By order,

GEO. FRED'K SEWARD, *Consul.*

REVISED REGULATIONS OF TRADE ON THE YANGTSZE-KIANG.

ARTICLE I. United States vessels are authorized to trade on the Yangtsze-kiang at three ports only, viz: Chin-kiang, Kiu-kiang and Hankow. Shipment or discharge of cargo at any other port on the river is prohibited, and violation of the prohibition renders ship and cargo liable to confiscation.

Native produce, when exported from any of these three ports, or foreign imports not covered by exemption certificate, or native produce that has not paid coast trade duty, shall, when imported into any of these three ports, pay duty as at the treaty ports.

ARTICLE II. United States merchant vessels trading on the river are to be divided into two classes, namely:

First class. *Sea-going vessels*, that is, merchantmen trading for the voyage up the river above Chin-kiang, lorchas, and sailing vessels generally.

Second class. *Steamers* running regularly between Shanghai and the river ports.

These two classes of vessels will be dealt with according to treaty, or the rules affecting the river ports to which they may be trading.

All vessels, to whichever of the two classes they may belong, if about to proceed up the river, must first report to the customs the arms or other munitions of war they may have on board, and the numbers and quantities of these will be entered by the customs on the vessel's river pass. Permission to trade on the river will be withdrawn from any vessel detected carrying arms or munitions of war in excess of those reported to the customs, and any vessel detected trading in arms or munitions of war will be liable to confiscation.

Any vessel falling in with a revenue cruiser of the Chinese government will, if examination of them be required, produce her papers for inspection.

ARTICLE III. *Sea-going vessels*, United States merchantmen, lorchas, and sailing vessels generally, if trading at Chin-kiang, will pay their duties and tonnage dues at Chin-kiang.

If a vessel of this class is proceeding further than Chin-kiang, that is, either to Kiu-kiang or to Hankow, her master must deposit her papers with the consul at Chin-kiang, and must hand in her manifest to be examined by the Chin-kiang customs; the superintendent of which, on receipt of an official application from the consul, will issue a certificate, to be called the Chin-kiang pass, to the vessel. The Chin-kiang pass will have entered upon it the number and quantities of arms, muskets, guns, swords, powder, &c., on board the vessel; also the number of her crew, her tonnage, and the flag she sails under.

The customs will be at liberty to seal her hatches, and to put a customs employé on board her. On her arrival at Kiu-kiang, whether going up or coming down, her master must present her pass to the customs for inspection.

The duties on cargo landed or shipped at Kiu-kiang or Hankow must all be paid in the manner prescribed by the regulations of whichever of the two ports she may be trading at, and on her return to Chin-kiang she must surrender her Chin-kiang pass to the customs at Chin-kiang; and the customs having ascertained that her duties and dues have been all paid, and that every other condition is satisfied, the grand chop will be issued to the vessel, to enable her to obtain her papers and proceed to sea.

The customs will be at liberty to put an employé on board the vessel to accompany her as far as Lang-shan.

Any United States vessel of this class found above Chin-kiang without a Chin-kiang pass will be confiscated. Any junk without Chinese papers will similarly be confiscated.

ARTICLE IV. *River steamers.*—Any United States steamer trading regularly on the river will deposit her papers at the United States consulate, at Shanghai, and the customs, on application of the United States consul, will issue a special river pass, (or steamer's pass,) that shall be valid for the term of six months. Steamers trading on the river under this pass will be enabled to load and discharge, and will pay duties according to the rule affecting river steamers.

On arriving off Chin-kiang or Kiu-kiang, the steamer, whether proceeding up the river or down, will exhibit her pass to the customs.

The tonnage dues leviable on any steamer holding a river pass shall be paid alternately at Chin-kiang, Kiu-kiang, and Hankow.

The customs are at liberty to put a tidewaiter on board a steamer at any of these ports, to accompany her up or down the stream, as the case may be.

Infringement of river port regulations will be punished by the infliction of the penalties in force at the ports open by treaty; for a second offence the steamer's river pass will also be cancelled, and she will be refused permission to trade thenceforward above Chin-kiang.

Any steamer not provided with a river pass, if her master propose proceeding above Chin-kiang, will come under the rules affecting sea-going vessels laid down in Article III, and will be treated accordingly.

ARTICLE V. *River steamers' cargoes.*—First. Where native produce is shipped at a river port on board a steamer provided with a river pass, the shipper must pay both export and coast trade duty before he ships it. If it be for export to a foreign port, this should be stated when the produce arrives at Shanghai; and if it be exported from Shanghai within the three months allowed, the shipper will obtain from the Shanghai customs a certificate of its re-exportation, on production of which at the river port of shipment, whether Chin-kiang, Kiu-kiang, or Hankow, the customs of that port will issue a drawback for the amount of coast trade duty paid.

Second. Where import cargo is transhipped on board a river steamer at Shanghai, it must first be cleared of all duties. The transhipment will not be authorized until the customs are satisfied that the import duties have been paid.

ARTICLE VI. *Native craft, owned or chartered by United States merchants,* will pay duty on their cargo at the rates leviable on such cargo under the treaty

tariff. All such craft will further have to be secured by bond in the manner laid down in the provisional rules published on the 5th of December, 1861, and on entry into any port will pay port dues according to Chinese tariff. If the cargoes of native craft so employed do not agree with their cargo certificate, the amount specified in their bonds will be forfeited to the Chinese government. This provision is only valid until tranquillity is restored along the river.

ARTICLE VII. United States vessels of all classes, as well as junks owned or chartered by United States merchants, must apply to the customs at the port of departure for a cargo certificate, *(tsungtau,)* which, on the vessel or junk's arrival at the port of destination, must be handed in to the customs before permission to discharge can be given.

The above regulations are provisional, and open to revision, if necessary.

FEBRUARY 21, 1863.

Referring to the revised river regulations, a copy of which is enclosed, I have the honor to point out to you the urgent and existing demand for a consul at Chin-kiang.

By the regulations duties are collectable at Chin-kiang, Kiu-kiang, and Hankow. Chin-kiang is situated on the banks of the Yangtsze, above the arm of the sea, which forms its debouchure. Kiu-kiang and Hankow are further up, and respectively about 350 and 450 miles from Chin-kiang. The commerce of the river is confined to the upper ports, and Chin-kiang has as yet no importance beyond that derived from its character as a barrier.

In order to prevent trade at other places than those named in the regulations, and consequent loss to the revenue, a most rigid scrutiny into the movement of vessels is enforced. This scrutiny is followed, when frauds are discovered, by a confiscation of vessel or cargo, or both.

The investigation of cases of suspected or detected frauds falls, in most instances, at Chin-kiang; why, will be readily understood by recalling its position and the distance to the next declared port.

In the absence of a consul these investigations are conducted by the Chinese local authorities. The case stands thus, that our immense interests on the Yangtsze are abandoned to the caprice or avarice of Chinese officers.

That such abandonment works vast detriment to our interests is manifest. The great theory of the treaties of the western nations with China indicates that detriment is to be expected from such premises; and the facts often instanced declare in the same direction. American property, to the value of not less than $50,000, has been confiscated at Chin-kiang since the 1st of January. It would be hard to say that our citizens have not suffered any injustice in this way. * * *

OCTOBER 3, 1863.

I have the honor to transmit you herewith the minutes of the proceedings of a meeting of land lessees, held at this consulate on Monday, the 21st ultimo.

The action of the meeting was foreshadowed in my despatch of June 19, and is an important step towards the consummation of a general incorporation of the different sections into which the settlement has heretofore been divided.

When the facts are considered, that all nationalities represented in China unite here on a simple ex-territorial basis, it is seen that it is necessary for a foreign community, proposing to institute those local regulations of police, roads, and sanitary matters which are requisite in all large communities, for the safety, convenience, and comfort of their residence, that the local Chinese authorities, and the representatives and people of the different nationalities concerned, should concur in forming a municipal code, or rather accepting it as of legal force and effect.

The principle is now fully recognized by all concerned, excepting the French. The latter are attempting to carry on a municipal government in a section of

the town which they have claimed for themselves. The experiment must fail unless a territorial grant is secured or it is supported by force of arms.

The document of agreement made by and with the local Chinese authorities, I may add, is the first one of the kind made in China in which the right of each party under treaty are fully acknowledged. The concessions made by the Chinese to the municipal government were made under a full knowledge of their extent and effect.

Extracts from the minutes of the proceedings of a meeting of renters of land in the Hong-Que settlement, held at the consulate of the United States, Shanghai, at 2 p. m., on the 21st instant.

The consul of the United States opened the meeting by remarking that it had been convened to receive the reports of the committees appointed at the previous meeting, and to enable the land-renters to take such action as they might think necessary, in view of the state of the settlement. He would read to the meeting the convention made by him for the settlement with the local Chinese authorities. It was of importance, as it was the only basis upon which the municipal body which the meeting might create could claim any territorial powers.

An agreement between his excellency Hwang, imperially appointed intendant of circuit for the departments of Soo, Sung, and Tae, and George F. Seward, consul for the United States at Shanghai, concerning the boundaries of the Hong-Que settlement, and certain matters pertaining to the government thereof.

1. The boundaries shall be: The Soochow creek, from a point opposite the entrance of the defence canal, to the Wangpoo; thence, at low-water mark, to the mouth of the creek entering the Wangpoo, near the lower limit of the anchorage called Yang-tse-poo; westward, three li along the line of the creek; thence in a straight line to the point of beginning.

2. Citizens or subjects of all nations may rent ground within the boundaries, under the terms of treaty stipulations.

3. The right of jurisdiction of the Chinese authorities over their subjects, resident within the settlement, is acknowledged to be indefeasible, but no arrests may be made except on warrants stamped by the municipal authority.

5. The municipal authority may lay out roads and streets, and all land acquired, subsequent to the date of this agreement, shall be subject to the proviso, expressed or understood, that the renter shall surrender the land required for roads to the public use.

In case it shall be deemed necessary or advisable to open roads while the land remains in the hands of Chinese, it is understood that the advantages so accruing will repay the native owners; but should any person be aggrieved in property by the opening of the roads, they may represent the same to the municipal authority, which shall proceed to appoint assessors to estimate the damages, and the payment of the same, if any, shall be obligatory on the public.

6. All foreigners, subjects of non-treaty powers, shall be liable to be dealt with in all things by the municipal authority; but any individual of this class may exempt himself from such jurisdiction by filing in the consulate of any treaty power a written instrument, acknowledging himself to be subject in all respects to the jurisdiction of such consulate, provided that the said consulate be willing to accept such jurisdiction, which shall be indicated by the issue, in each instance, of a document declaring to the fact that the above-named instrument in writing has been duly filed, and that the person is entitled to the protection of the consulate.

7. The right of the Chinese government and the municipal authority to tax Chinese residents, within the boundaries of the settlement, is mutually conceded under the following terms. The terms are as under:

1. The toutai shall appoint two or three deputies, who shall assess the rentals with the municipal council, but the collection of the tax shall be carried out by the latter. In case of disputes arising between the Chinese deputies and the municipal council, the toutai, together with the English and American consuls, shall settle them.

2. Twenty per cent. per annum shall be collected, one-half of which shall be retained by the council for municipal purposes, and the other half handed to the toutai to meet the military expenditure.

3. The municipal council shall bear all their expenses, but the toutai shall pay the Chinese deputies.

4. Two sets of books shall be kept, one for the council and one for the toutai.

5. It being agreed now that 20 per cent. shall be levied on rentals, there shall be no further increase.

6. The money collected shall be deposited in the Hae-quan bank, whence the toutai and council shall draw as required.

7. This tax on rentals having been agreed on, the toutai shall not impose a poll or similar tax within the limits of the settlement, nor shall any additional tax be made to existing ones.

8. This tax on rentals shall cease as soon as peace is restored.

9. The tax shall be collected every three months, commencing from the 1st July.

Done this twenty-fifth day of June, in the year of our Lord one thousand eight hundred and sixty-three.

Report of the Hong-Que provisional committee of roads and sanitary matters, to the general meeting of Hong-Que land-renters and residents, held 21st September, 1863.

This committee was appointed at the meeting of 29th May to devise plans for the making of roads and the regulation of sanitary affairs for the Hong-Que settlement.

The committee have found that no plan for the laying out of the settlement has ever been made, and that no sufficient authority exists for the making of new roads where needed; that houses are being rapidly built, especially in the upper part of the settlement, between the Woosung road and Hong-Que creek, and they fear that unless a comprehensive scheme is quickly adopted, with proper authority to enforce the same, that it may soon be impossible to provide roads at all, except by the removal of valuable house property.

By reference to the rough plan, it will be seen that only two broad and good roads at present exist, viz: the Woosung road, running from Wills' bridge, and along the back of the upper part of the settlement, and the Hong-Que road or Broadway, running parallel to the river, at a distance of about 200 yards, thus forming a back communication to the bund lots. These two roads have been made by private enterprise entirely.

As regards the bund, the committee believe that it is now impracticable to make it into a good, broad, continuous road, and therefore suggest that it be kept open, as at present, from Wills' bridge to Messrs. Augustine Heard & Co.'s wharf, and from the old dock eastward to Messrs. Olyphant & Co.'s wharf, there to communicate with Broadway by a road running north and south; and that Broadway be continued and brought into the bund road immediately beyond Messrs. Dow & Co.'s property.

The committee recommend that Broadway, at the western end, be continued through the Wills' estate, into the Woosung road; that a new road be cut between the property of Bishop Boone and Mr. Reid, near the Episcopal church, into the Woosung road; that the road at present partially constructed from the bund past the house of G. F. Seward, esq., and the police station, be completed, and made to a width of 25 feet throughout, that the road at present

running from the bund between the property of R. Reid, esq., and Messrs Howard & Co., be continued into the Woosung road at a uniform width of 25 feet also.

The above-mentioned are the roads at present most urgently required. When they are completed, the committee suggest that a road 40 feet in width in continuation of the Woosung road be constructed parallel to Broadway, and at a distance of 200 to 300 yards therefrom that the intervening space be cut up into blocks by the construction of lateral roads running north and south.

The continuation of the bund road on the Souchow creek, and a road from the back part of that portion of the settlement, are matters that should also claim attention.

The naming of the streets has had the attention of the committee, and it has appeared to them desirable to adopt the system in vogue on the so-called English concession, with the difference, however, that the names chosen are of the surrounding cities and towns familiar to both Europeans and all classes of Chinese residents here; thus Hong-Que, Woosung, Koon-wan, Ming-hong, Tsing-poc, &c., &c., are names chosen and now being stuck up.

As regards sanitary matters, the committee fear the finances of the settlement will not allow any extended system of drainage to be carried out at present; they therefore suggest that the municipal government should be invested with authority to compel the owner of any property to abate a nuisance on his premises when complained of.

In conclusion, the committee express the opinion that the interests of the Hong-Que land-renters would be best promoted by transferring at once to the existing municipal council on the English concession the management of the Hong-Que settlement, they adding one or two members to their body if found necessary.

THOS. HANBURY,
P. LOUREIRO,
A. L. FREEMAN,
Provisional Committee on Sanitary Matters.

Report of the Hong-Que provisional committee of ways and means, to the general meeting of Hong-Que land-renters and residents, of September 17, 1863.

This committee was appointed at the meeting of 29th May, to determine in what manner the sum required to pay off the debt of that day, amounting to tls. 6,400, to the municipal council, could best be raised, and to ascertain the amount of revenue that could be levied in this quarter of the foreign settlement for future needs.

The difficulties attending the latter portion of their duties in a district where no previous organization existed have caused the delay which has occurred.

The committee have found no other mode of raising funds to pay off the debt than the voluntary assessment of the foreign land-renters and residents, the assessment to include the value of all foreign-owned land on which Chinese tenements are built, but not the tenements themselves.

It has been suggested that a retrospective Chinese tax would furnish the sum required.

But, apart from the disinclination of the committee to propose a measure which would be of doubtful justice, the Chinese renters having had no part in the meeting and resolution that have imposed this obligation, the committee are convinced that such a collection is impracticable. Many of the tenants have changed domiciles, and could not be traced. Many more would vacate their quarters at the mere proposition of such an addition to the new taxes for the future, which they find sufficiently onerous. In short, they believe the attempt would take more from the regular income than it would give on this irregular demand.

As regards foreign renters and residents, there exists no authority, until a municipal system is organized, under which an equal and equitable assessment can be levied. Nevertheless, not only are the individuals present at the last meeting, but the whole of those interested in this quarter, either as owners or residents, bound in honor by the resolution then passed, to discharge this debt, the obligation resting upon each in proportion to his interest. The meeting having been duly published and made public, and its objects being well-known, those who did not attend, tacitly accepted the proceedings of those who did, the more especially for such obligations as rested upon the honor of the community.

The committee think an assessment of one-half per cent. on real estate, including land and buildings when occupied by foreigners, and land alone when foreign-owned but occupied by Chinese, and 5½ on rentals, to be collected of the tenants, an equitable adjustment of the burden.

Computing the value of the first at 1,500,000, ½ per cent. would give.	7, 500
And of the second at 60,000, 5 per cent.....	3, 000
Taels,	10, 500

which allows a fair margin for overestimates, defaulters, and expenses of collection. They think, taking into view the respectable position and character of those thus interested in this quarter, and the unquestionable obligation which rests upon them, the amount required would be obtained. But they are clearly of the mind that the obligation rests on each only in proportion to his interests.

There has arisen a further debt to the municipal council of taels 8,920, for police expenses from May 1 to August 31. Regarding this amount the committee had no instructions, and the course to be pursued rests with the meeting.

The committee would suggest, however, that the large force that has been maintained during that period was in fact maintained by the council as much for the sake of the general peace of the whole foreign settlement, as for the peace of this quarter; that after the general meeting at Hong-Que of 29th May they were fully aware that no public means existed, and that if they incurred further expenses they did so with the prospect of being referred for repayment to such funds as could be raised by the intended system of taxation.

The committee think that it would be just to make the new taxes retrospective for the period during which these expenses were incurred, say to 1st May.

With regard to the estimates, they are not so complete as the committee could wish, though sufficiently so for the purposes of the meeting. An organization of the Chinese portion of the settlement has been nearly accomplished, which will render the final assessment and collection comparatively easy.

The statistics were as follows:

Yearly Chinese rentals, as by statement of assessors	144, 000	
Estimated additions, the statements being imperfect.....	20, 000	
Taels,	164, 000	
On which 8 per cent.....		13, 000
Foreign property, estimated 2,000,000, ¼ per cent.....	5, 000	
Foreign rentals, estimated 60,000, 1½ per cent.....	900	
		5, 900
Licenses, estimated.....		3, 000
Incidentals.....		1, 000
Taels,		22, 900

This amount of income would be sufficient if the Hong-Que quarter did not so closely adjoin the settlement extending from the Souchow creek to the Yang-king-pang.

But that proximity brings within the quarter all the bad characters, who require a suburb for their pursuits, and who, though appearing as residents of this particular division of the settlement, are in fact the product of the commerce which nourishes this great centre of trade, and belong properly to the whole community.

It thus becomes necessary to maintain within the bounds of Hong-Que a police force disproportioned to its means, and this necessity has been acted upon by the municipal council, as already stated.

This fact, united with many other considerations, leads the committee to think that, if it is possible of accomplishment, the two quarters should be united under one municipal authority without further delay.

The income to be derived from the Hong-Que division will perhaps not be equal to the amount the council would find it necessary to disburse, but the discrepancy is more apparent than real. If there is no amalgamation, and the care of Hong-Que passes into the hands of another council, there will follow such a great reduction in the police there that the interests of the whole port will suffer, and probably in the end greater outlays be incurred. If it passes into the care of the present council, the means, as far as they go, will be directly applied to the objects to be attained, and all the expenses saved incidental to a separate administration. With this view the committee have entered into correspondence with the council on the subject, to obtain their views in season for the action of this meeting.

ED. CUNNINGHAM,
R. R. TYERS,
R. C. ANTROBUS,
DAVID REID,
Provisional Committee of Ways and Means.

SHANGHAI, *September* 15, 1863.

SHANGHAI, *September* 14, 1863.

SIR: The provisional committee of ways and means for the Hong-Que quarter, being about to prepare their report for the general meeting on the 17th, would like the views of the municipal council on the following point:

Whether, if a proposition is made and carried at the general meeting that the affairs of that quarter shall be placed in the hands of your council, the proposition would be accepted.

To enable your council to come more easily to a decision, I give below such statistics of the resources of that quarter as we have been able to obtain.

The income from Chinese renters may be considered as understated even with the additions, as the assessment is, as yet, quite incomplete.

The income from foreign property will no doubt be very much larger than stated, for the estimate is on insufficient data, nor can a reliable statement be presented until an assessment by a special committee has been made.

It is possible, however, that if the large police force lately maintained by the council is continued, the expenses would exceed the receipts, as a force of forty men is beyond the means of so thinly settled a district.

But it is just to remember that if so strong a police in that quarter is necessary, it is so because the bad characters brought here and nourished by the great commerce of the place seek there a refuge from the more vigilant watchfulness of the police which prevails on your side of the creek, and not from any inherent vice in the permanent residents of that quarter.

Not the less, because they domicile themselves in Hong-Que, do these wrong-doers belong to the whole body municipal, and not the less do their plans of violence affect the prosperity and safety of the whole community.

Nothing could be more unjust than that this small quarter should bear alone so large a proportion of the police expenditure, simply because it proves the most convenient locality for the grouping of the foreign community, which requires the most police attention.

The statistics of revenue are as follows:

Yearly Chinese rental, as by statements of assessors				144,000
Estimated increase, the statements being imperfect				20,000
			Taels,	164,000
On which 8 per cent. is				13,000
Foreign property estimate, taels	2,000,000	¼ per cent., =	5,000	
Do. rentals do	60,000	1½ per cent., =	900	
				5,900
Licenses, estimated				3,000
Incidentals do				1,000
			Taels,	22,900

I have the honor to be, sir, your most obedient servant,

EDWARD CUNNINGHAM,
Chairman Hong-Que Ways and Means.

SHANGHAI, *September* 19, 1863.

SIR: I am in receipt of your letter of the 14th instant, in which you require to know whether the municipal council, at present existing in the so-called English concession, will take upon themselves the management of affairs on the Hong-Que quarter. By reference to the minutes of the last meeting of the land-renters, you will observe that it is therein stated that the municipal functions were to be extended to the Hong-Que section. This decision the municipal council have no power to alter. The council feel obliged to you for your estimate of taxes leviable on the Hong-Que side; they are not aware on what basis the estimate has been conducted, and can, of course, only wait to learn it at the meeting of land-renters, to be held on the 21st instant. The council have paid due regard to your remarks relative to the injustice of the Hong-Que side bearing proportional expenses to those incurred on this side, the populations being so vastly different; but they think, at the same time, that upon this subject they are not called to discuss or even venture an opinion.

It is presumed that at the meeting of the Hong-Que land-renters, on the 21st instant, the powers of the municipal council will be very clearly defined—a point worthy of great consideration when the fact is recalled to mind that no land regulations, the foundation of all their slender authority, have ever been in force save only on this side.

I have the honor to be, sir, your most obedient servant,

H. W. DENT, *Chairman Municipal Council.*

NOVEMBER 24, 1863.

I have the honor to send you, under this cover, the custom-house returns of the import and export trade carried on under foreign flags at this port during the year 1862.

The trade is shown to have been very much greater than that of the previous year; that carried on under the American flag was fully up to the proportion of previous years.

The trade of the current year has, for various reasons, been dull, while that under the American flag shows a positive falling off. The carrying trade between this and the lower ports has been transferred to foreign bottoms, and even upon coasting voyages shippers have shown a decided preference for other flags. * * * * * * * * *

Notwithstanding the rebellion in China, foreign interests generally are rapidly growing in importance. As an indication of the activity pervading all branches of commercial interests, I may mention that of the steamships.

During the last year a new mail line connecting this and other important eastern ports with Europe has been successfully inaugurated by the French government. An English company is also engaged sending out vessels for the Japan trade. Various American houses are interested in this enterprise, and one company, perhaps the largest American steam navigation company in existence, has its vessels employed upon the coast waters and the Yangtsze river. Perhaps there are in all one hundred steamers of various classes engaged in general trade in China.

While speaking of steamships, I may add that we are likely to witness a practical trial of the merits of American and other steamers. The trade is large and increasing and the field mutual. The contest will probably be decided at an early day because of the high cost of steam carriage. Coal ranges in June from ten to twenty dollars per ton, thus making the cost of running a steamer more than double what it is at home, and offering a great advantage to vessels which are economical in its use. * * * * *

China is the most important field for western enterprise, and deserves a corresponding attention. Indeed, the policy of other nations is such that if our merchants are not sustained, they cannot maintain the unequal contest credibly to themselves or our people. A few words concerning prominent measures needed will, therefore, be in place.

A line of steamers to California is loudly called for. I think it would be supported, provided that even so moderate a subsidy as three hundred thousand dollars per year could be secured. I speak of a monthly connexion each way, the inward steamer calling at Honolulu and Hong-Kong, and the homeward-bound Kanagawa and Bonin islands.

In the laws concerning revenue, the statute of 1856, requiring the month's wages to be paid into the consulate for every seaman discharged in a foreign port, though humane in conception, works with great injustice, fairly defeating its own ends. The shipmaster who is just towards his men and the government pays a heavy tax, whilst another, not so well disposed, entirely evades it. The law, in fact, offers a premium for cruelties and dissimulation.

As an instance of its working, I may point out a table to be found in the volume of Commercial Relations of 1861, in which it is shown that during the year 1860 there were discharged before the consul at Havre nineteen (19) men, while the number of deserters was 1,973. I presume the records at Washington, too, will show similar returns from very many consulates.

I should prefer, in lieu of the extra wages, a law which should fix a monthly due for every hundred tons of all vessels, to be paid to the consul at each port for the time since clearing out from the home port, or the last foreign port. A due of twenty-five (25) cents collected in this manner would, I think, in the course of a year amount to more than the entire wages now collected.

Summary of trade at the port of Shanghai for the year 1862.

VALUE OF IMPORT TRADE.

			£	s.	d.
General imports for the half year ended June 30	Tls. 18,733,570.6	*a* 6*s.* 2*d.* =	5,776,184	4	9
Do. do. December 31	Tls. 27,968,014.3	*a* 6*s.* 2*d.* =	8,623,471	1	7
			14,399,655	6	4
Opium imports for the year ended December 31, 1862:					
Malwa..27,027¼ chests, average rate per chest, tls. 570	Tls. 15,405,675.0	*a* 6*s.* 2*d.* =	5,736,276	10	0
Patna... 5,763 chests, average rate per chest, tls. 555	Tls. 3,198,465.0				
Treasure imported for the year ended December 31, 1862	Tls. 8,847,638.0	*a* 6*s.* 2*d.* =	2,728,021	14	4
			22,863,953	10	8

VALUE OF EXPORT TRADE.

			£	s.	d.
General exports for the half year ended June 30	Tls. 15,256,165.9	*a* 6*s.* 2*d.* =	4,703,984	9	8
Do. do. December 31	Tls. 32,313,800.9	*a* 6*s.* 2*d.* =	9,963,421	18	10
			14,667,406	8	6

VALUE OF RE-EXPORT TRADE.

			£	s.	d.
General re-exports for the half year ended June 30	Tls. 14,653,956.2	*a* 6*s.* 2*d.* =	4,518,303	3	3
Do. do. December 31	Tls. 15,711,562.8	*a* 6*s.* 2*d.* =	4,844,398	10	8
			9,362,701	13	11

			£	s.	d.
Treasure exported for the year ended December 31, 1862.*	Tls. 6,173,588.0	*a* 6*s.* 2*d.* =	1,903,522	19	4

* It has been found impossible to obtain exact statements of the amount of treasure imported and exported.

Statement showing the number and nationality of the vessels entered and cleared at Shanghai.

FOR THE HALF YEAR ENDED JUNE 30, 1862.

Nationality.	Entered.						Cleared.					
	With cargo.		Ballast.		Total.		With cargo.		In ballast.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
British	319	119,176	21	5,815	340	124,991	291	109,475	49	15,556	340	125,031
Ningpo boats under British flag	251	14,952	33	1,936	284	16,888	177	10,363	108	5,525	285	15,888
American	169	76,013	13	3,683	182	76,696	146	64,448	36	15,248	182	79,696
Ningpo boats under American flag	98	5,269	29	1,346	127	6,615	84	4,588	43	2,027	127	6,615
Sundry	108	32,615	6	1,715	114	34,330	101	29,097	13	5,233	114	34,330
Ningpo boats under various flags	20	755	6	250	26	1,005	17	680	9	325	26	1,005
Chinese, Ningpo boats	74	4,048	7	508	81	4,556	53	2,844	28	1,712	81	4,556
Total	1,039	252,828	115	15,253	1,154	268,081	869	221,495	286	45,626	1,155	267,121

* FOR THE HALF YEAR ENDED DECEMBER 31, 1862.

British	580	221,786	32	6,418	612	228,204	476	181,952	136	46,352	612	228,304
Ningpo boats under British flag	267	17,740	29	2,316	296	20,056	166	12,293	128	7,764	294	20,057
American	252	123,887	20	3,166	272	127,053	205	100,142	67	26,911	272	127,053
Ningpo boats under American flag	171	9,661	54	3,031	225	12,692	115	6,856	109	5,836	224	12,692
Sundry	212	59,271	6	2,105	218	61,376	170	48,475	48	12,901	218	61,376
Ningpo boats under various flags	79	4,719	7	355	86	5,074	45	2,787	41	2,287	86	5,074
Chinese, Ningpo boats	33	1,517	2	85	35	1,602	28	1,309	7	293	35	1,602
Total	1,594	438,581	150	17,476	1,744	456,057	1,205	353,814	536	102,344	1,741	456,158

Statement showing the export of silk from Shanghai during the year ended December 31, 1862.

Description.	Great Britain, direct.			Hong Kong for foreign ports.			United States.		
	Bales.	*Piculs.*	*Cts.*	*Bales.*	*Piculs.*	*Cts.*	*Bales.*	*Piculs.*	*Cts.*
Raw	24,845	19,814	31	43,955	34,912	19	603	476	16
Thrown	183	179	46	990	961	61	.....	.....	.....
Japan	1,916	1,508	41	11,275	8,750	85½	25	17	99
Coarse	98	77	85	53	48	20	.....	.....	.....
Refuse	570	1,124	32	13	14	30	.....	.....	.....
Cocoons	150	169	63	1	.....	33	.....	.....	.....

Statement showing export of silk from Shanghai—Continued.

Description.	Manila.			Coast ports.			Total.		
	Bales.	*Piculs.*	*Cts.*	*Bales.*	*Piculs.*	*Cts.*	*Bales.*	*Piculs.*	*Cts.*
Raw	41	32	80	130	103	10	69,574	35,338	56
Thrown	.....	.....	.....	69	56	40	1,242	1,197	47
Japan	.....	.....	.....	.....	.....	.....	13,216	10,277	25½
Coarse	.....	.....	.....	2	1	60	153	127	65
Refuse	.....	.....	.....	64	51	20	647	1,189	82
Cocoons	.....	.....	.....	.....	.....	.....	151	169	96

Statement showing the export of tea from Shanghai for the half year ended June 30, 1862.

Destination.	Congou.		Souchong.		Oolong.		Flowery Pekoe.		Sorts. Black.		Sorts. Green.		Total black.	
	Piculs.	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*
Great Britain, direct	77,749	99	137	78	1,990	55	1,841	94	1,631	26	7,615	40	83,351	32
United States	146	98	249	54	16	20	.....	....	637	50	7,745	90	1,050	22
Hong Kong and coast ports	3,776	11	1	80	.....	....	.....	....	23	73	20	05	3,801	64
Continent of Europe	3,275	84	.....	....	.....	....	.....	....	.....	....	.....	....	3,275	84
Montreal	846	53	881	46	.....	....	.....	....	.....	....	934	50	1,727	99
Total	85,795	45	1,270	58	2,006	75	1,841	94	2,292	49	16,315	85	93,207	21

Statement showing the exports of tea from Shanghai—Continued.

Destination.	Young Hyson.		Hyson.		Hyson Skin.		Twankay.		Imperial.		Gunpowd'r.		Total green.	
	Piculs.	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*
Great Britain, direct	17,519	89	5,585	30	142	40	1,292	73	2,883	59	11,050	42	46,089	73
United States	25,429	....	4,563	11	558	06	3,060	04	3,797	06	5,695	08	50,848	25
Hong Kong and coast ports	447	64	405	26	66	73	78	26	73	73	215	71	1,307	32
Continent of Europe	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....
Montreal	1,475	81	807	63	79	20	311	10	450	89	620	22	4,679	35
Total	44,872	34	11,361	30	846	39	4,742	13	7,205	27	17,581	43	102,924	71

	Black.	*Green.*	*Total.*
Great Britain, direct	11,113,536 pounds.	6,145,297½ pounds.	17,258,833½ pounds.
United States	140,029½ pounds.	6,779,766½ pounds.	6,919,796 pounds.
Hong Kong and coast ports	506,885½ pounds.	174,317½ pounds.	681,202½ pounds.
Continent of Europe	436,778½ pounds.	.....	436,778½ pounds.
Montreal	230,398½ pounds.	623,913½ pounds.	854,312 pounds.
Total	12,427,628 pounds.	13,723,294½ pounds.	26,150,922½ pounds.

Statement showing the export of tea from Shanghai for the half year ended December 31, 1862.

Destination.	Congou.		Souchong.		Oolong.		Flowery Pekoe.		Shorts. Black.		Shorts. Green.		Total black.	
	Piculs.	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*
Great Britain, direct	164,521	78	163	84	377	46	2,376	55	788	82	2,919	18	168,228	45
United States	39	35	...	...	...	...	...	...	...	...	705	13	39	35
Hong Kong and coast ports	854	63	...	...	...	...	49	57	7,501	65	565	24	8,405	85
Australia	2,550	02	...	...	...	...	...	...	...	...	...	...	2,550	02
Total	167,965	78	163	84	377	46	2,426	12	8,290	47	4,189	55	179,223	67

Statement showing the export of tea from Shanghai—Continued.

Destination.	Young Hyson.		Hyson.		Hyson Skin.		Twankay.		Imperial.		Gunpowd'r.		Total green.	
	Piculs.	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*	*Peculs.*	*Cts*	*Piculs.*	*Cts.*	*Piculs.*	*Cts.*
Great Britain, direct	21,272	37½	5,352	84	241	32	2,388	55	3,057	32	11,586	61½	46,818	20
United States	13,466	86	1,745	89	301	10	1,211	19	1,887	11	2,839	27	22,156	55
Hong Kong and coast ports	84	33	421	91	7	01	577	83	44	26	125	27	1,825	85
Australia	609	17	307	04	195	28	475	13	149	56	190	70	1,926	88
Total	35,432	73½	7,827	68	744	71	4,652	70	5,138	25	14,741	85½	72,727	48

	Black.	*Green.*	*Total.*
Great Britain, direct	22,430,460 pounds.	6,242,426¾ pounds.	28,672,886¾ pounds.
United States	5,246¾ pounds.	2,954,206¾ pounds.	2,959,453½ pounds.
Hong Kong and coast ports	1,120,780 pounds.	243,446¾ pounds.	1,364,226¾ pounds.
Australia	340,002¾ pounds.	256,917¼ pounds.	596,920 pounds.
Total	23,896,489¼ pounds.	9,696,997¼ pounds.	33,593,486¾ pounds.

Statement showing the opium trade at the port of Shanghai for the year ended December 31, 1862.

IMPORTS.

Description.	Malwa. Chests.	Malwa. Weight.	Patna and Benares. Chests.	Patna and Benares. Weight.	Duty. Haiquan taels.
Imported and stored on board receiving vessels	26,886	26,886.00	5,713	6,855.60	*
Imported direct to the shore	141¼	141.50	50	59.37	
Total	27,027¼	27,027.50	5,763	6,914.97	
Landed from receiving vessels, and intended chiefly for local consumption	16,149¼	16,149.50	4,785	5,742.00	656,745.0.0

RE-EXPORTS.

Transhipped from receiving vessels for Yang-tsze and coast ports	10,184¼	10,184.50	1,182	1,418.40	*
Re-exported direct from the shore	95	95.00	5	6.00	
Total	10,279¼	10,279.50	1,187	1,424.40	

* These duties are included in the general return of duties.

CANTON—O. H. PERRY, *Consul.*

Summary statement of the export of tea from Canton during the year ended December 31, 1862.

Destination.	Congou.	Souchong.	Oolong.	Orange Pekoe.	Scented caper.	Pekoe.	Pouchong.	Total black.
	Piculs. cts.	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*
Great Britain direct	113,680 21	288 53	136 24	23,375 84	26,663 80	65 57	1 50	164,211 69
United States	71 21	7 08	3,639 26	.....	62 71	.....	453 25	4,233 81
Australia	7,065 07	.....	.....	455 57	.....	.....	30 00	7,550 64
Bombay	1,861 97	5 05	.....	82 82	.....	6 76	8 75	1,965 35
Continent	115 08	0 20	.....	0 10	.....	.....	1 50	116 88
Madras	0 25	67 70	.....	.....	.....	.....	11 50	79 45
Montreal	178 99	15 00	.....	.....	15 58	.....	.....	209 57
South America	610 70	.....	1 62	.....	.....	.....	480 67	1,092 99
Hong Kong	1,990 68	566 40	206 83	961 45	86 56	204 67	8,443 01	12,459 60
	125,574 16	949 96	3,983 95	24,875 78	26,828 65	277 00	9,430 48	191,919 98

Destination.	Young Hyson.	Hyson.	Hyson Skin.	Imperial.	Gunpowder.	Twankay.	Total green.
	Piculs. cts.	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*
Great Britain direct	8,666 71	1,195 60	176 84	1,693 55	9,638 57	30 62	21,401 89
United States	9,116 79	1,473 76	870 64	706 54	1,368 22	198 03	13,733 98
Australia	219 71	.....	1,395 82	10 90	117 99	.....	1,744 42
Bombay	.....	26 07	.....	.....	.....	.....	26 07
Continent	0 26	.....	.....	23 17	23 23	.....	46 66
Madras	332 10	5 48	.....	.....	60 00	.....	397 58
Montreal	1,802 03	260 84	154 01	58 06	94 28	95 33	2,464 55
South America	.....	.....	.....	.....	163 80	.....	163 80
Hong Kong	2,577 99	1,140 51	607 12	675 70	2,242 63	62 36	7,306 31
	22,715 59	4,102 26	3,204 43	3,167 92	13,708 72	386 34	47,285 26

Destination.		Black.	Green.	Total.
Great Britain direct	pounds	21,894,892	2,853,585	24,748,477
United States	do	564,508	1,831,197	2,395,705
Australia	do	1,006,751	232,589	1,239,340
Bombay	do	262,047	3,476	265,523
Continent	do	15,584	6,222	21,806
Madras	do	10,593	53,011	63,604
Montreal	do	27,943	328,607	356,550
South America	do	145,732	21,840	167,572
Hong Kong	do	*1,661,280	974,174	2,635,454
Total		25,589,330	6,304,701	31,894,031

* By river steamers, lorchas, and China boats.

Export of silk during the year ended December 31, 1862.

Destination.	Raw.	Thrown.	Total.	Wild raw.	Refuse.	Cocoons.
	Piculs. cts.	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*	*Piculs. cts.*
Great Britain direct	387 09	.....	387 09	.....	785 66	15 55
United States	466 83	.....	466 83	.....	0 37	.....
Hong Kong, for Great Britain, the continent, and Bombay	5,026 06	127 13	5,153 19	2,257 59	8 27	1 50
Bombay direct	110 00	.....	110 00	2,949 00	.....	.....
	5,989 98	127 13	6,117 11	5,206 59	794 30	17 05

Resume of the import and export trade at Canton, for the year ended December 31, 1862.

VALUE OF IMPORT TRADE.

			£.	s.	d.
General imports for the half year ended June 30.....Mexican dollars,	5,491,887, at 4*s.* 6*d.*,	=	1,235,674	11	6
Do.....do.....December 31.....do.....	5,089,041, at 4*s.* 7½*d.*,	=	1,176,840	14	8
Total.....	10,580,928	=	2,412,515	6	2

VALUE OF EXPORT TRADE.

			£.	s.	d.
General exports for the half year ended June 30.....Mexican dollars,	6,756,330, at 4*s.* 6*d*,	=	1,520,174	5	0
Do.....do.....December 31.....do.....	10,986,260. at 4*s.* 7½*d.*,	=	2,540,572	12	6
Total.....	17,742,590	=	4,060,746	17	6

Summary statement of the number and tonnage of the vessels arrived at and cleared from Canton during the year ended December 31, 1862.

Nationality.	Entered.						Cleared.					
	With cargo.		In ballast.		Total.		With cargo.		In ballast.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
British	64	32,260	44	26,130	108	58,390	88	49,602	23	9,953	111	59,555
River steamers and lorchas	106	16,442	12	1,712	118	18,154	105	16,683	13	1,575	118	18,258
American	15	12,661	33	27,121	48	39,782	24	21,503	25	20,519	49	42,022
River steamers	349	116,526	41	4,029	390	120,555	384	118,796	6	1,339	390	120,135
Sundry	35	9,114	24	7,151	59	16,265	35	9,167	21	6,345	56	15,512
Total	569	187,003	154	66,143	723	253,146	636	215,751	88	39,731	724	255,482

HANKOW—C. D. WILLIAMS, *Consul.*

DECEMBER 31, 1862.

Statement showing the number and tonnage of vessels, also the value of the imports and exports of the United States, Great Britain, France, and Russia, at the port of Hankow, during the year ended December 31, 1862.

Description.	Imports.				Exports.			
	No.	Ton'age.	Value of cargoes—		No.	Ton'age.	Value of cargoes—	
American.			*In taels.*	*In dollars.*			*In taels.*	*In dollars.*
Merchant vessels	128	72,404	5,621,245	7,495,000	124	70,204	3,373,743	4,498,325
Merchant vessels in ballast	10	5,550	.....	.....	12	5,650	.....	.....
Junks owned and chartered	11	650	26,100	34,800	149	5,288	179,180	238,900
Junks owned in ballast	38	1,279	.....	.....	8	400	.....	.....
Rafts	.....	.....	.....	.....	18	.....	112,605	150,140
Total	187	79,883	5,647,345	7,529,800	311	81,542	3,665,528	4,887,365
British.								
Merchant vessels	144	44,253	4,189,185	5,585,580	150	47,066	4,409,035	5,878,713
Merchant vessels in ballast	14	2,178	.....	.....	10	1,481	.....	.....
Junks owned and chartered	99	4,850	125,117	166,822	293	14,650	528,930	705,240
Junks owned in ballast	31	1,550	.....	.....	49	2,450	.....	.....
Rafts	.....	.....	.....	.....	15	.....	95,146	126,861
Total	288	52,831	4,314,302	5,752,402	517	65,647	5,033,111	6,710,814
French.								
Merchant vessels	17	770	59,518	79,357	23	1,030	32,023	42,697
Merchant vessels in ballast	1	40	.....	.....	.....	.....	.....	.....
Junks owned and chartered	6	420	6,140	8,187	89	5,724	120,001	160,000
Junks owned in ballast	13	810	.....	.....	.....	.....	.....	.....
Rafts	.....	.....	.....	.....	6	.....	39,381	52,508
Total	37	2,040	65,658	87,544	118	6,754	191,405	255,205
Russian.								
Merchant vessels	2	920	103,217	137,623	2	920	25,443	33,924

FOOCHOW—W. H. CARPENTER, *Consul.*

JUNE 19, 1863.

I have the honor to inform you that I forwarded to the department per last mail a printed report issued by the imperial maritime customs of the import and export trade at the port of Foochow for the year ended December, 1862, a duplicate of which I forward to-day. I can scarcely add any information that would be of value to the department relative to the trade of the port that is not contained in the report referred to.

Summary statement showing the value of the import and export trade at the port of Foochow for the year 1862.

VALUE OF THE IMPORT TRADE.

			£	s.	d.
General imports for the half year ended June 30		$2,179,865 =	490,469	12	6
Do ... do ... December 31		2,720,671 =	612,150	19	6
Opium imports for the year ended December 31—					
Malwa	6,049½ chests.				
Patna	1,122 chests.				
Benares	178 chests.				
	7,349½ chests, valued at	5,789,391 =	1,302,612	19	6
			2,405,233	11	6

VALUE OF THE EXPORT TRADE.

			£	s.	d.
General exports for the half year ended June 30		$451,165 =	101,512	2	6
Do ... do ... December 31		714,291 =	160,715	9	6
Export of tea for the year ended December 31—					
Black	73,912,787 pounds.				
Green	614,081 pounds.				
	74,526,868 pounds, valued at	17,269,021 =	3,885,529	14	6
			4,147,757	6	6

The above amounts are converted from Mexican dollars into sterling at 4*s.* 6*d.*, the average rate of exchange, at six months' sight.

Statement showing the number and tonnage of the vessels arrived at and cleared from the port of Foochow.

FROM JANUARY 1 TO JUNE 30, 1862.

Nationality.	Entered.						Cleared.					
	With cargo.		In ballast.		Total.		With cargo.		In ballast.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
British	58	27,052	10	5,337	68	32,389	63	30,973	9	3,914	72	34,887
Lorchas under British flag	4	597	1	179	5	776	5	776	....	.....	5	776
American	9	5,510	5	3,396	14	8,906	10	7,847	2	468	12	8,315
Lorchas under American flag	3	162	....	.....	3	162	3	162	....	.....	3	162
Sundry	44	11,226	4	1,468	48	12,694	43	11,499	3	598	46	12,097
Lorchas under various flags	7	553	....	.....	7	553	5	377	....	.....	5	377
Total	125	45,100	20	10,380	145	55,480	129	51,634	14	4,980	143	56,614

FROM JULY 1 TO DECEMBER 31, 1862.

British	93	44,748	34	18,392	127	63,140	118	59,905	6	1,555	124	61,460
Lorchas under British flag	1	149	1	90	2	239	1	149	....	.....	1	149
American	16	10,572	18	12,495	34	23,067	27	18,356	1	163	28	18,519
Lorchas under American flag	3	220	....	.....	3	220	2	95	....	.....	2	95
Sundry	24	7,824	8	2,505	32	10,329	31	9,817	3	980	34	10,797
Lorchas under various flags	4	437	....	.....	4	437	3	378	1	59	4	437
Total	141	63,950	61	33,482	202	97,432	182	88,700	11	2,757	193	91,457

AMOY—ARTHUR B. BRADFORD, *Consul.*

SEPTEMBER 30, 1862.

In accordance with section 153 of "Consular Instructions," I have the honor to enclose to the department my report of trade in this consular district for the statistical year so far as I have been able to ascertain. The custom-house, now under the charge of the treaty powers, has been in operation only since March, 1862, and from that, which is the most correct source, I cannot obtain returns for the year. Neither the British nor Netherlands consuls keep an account of the cargoes of their vessels, so that report is also imperfect.

By enclosure A, there will be seen that there is an increase in exports from the previous year in American vessels of $16,733, although a decrease in imports. The principal reason for this decline is, that since the treaty powers collect the Chinese revenue, the foreign-built vessels, owned by Chinese and sailed by Americans, or other foreigners, under foreign flags, are not allowed to frequent the small villages along the coast and procure native cargoes as heretofore. There is also much opposition to the customs among the foreign merchants here, who, when they want to land 100 chests of opium, which pays a duty of 30 taels per picul, have to pay duty on the whole, and cannot, as they formerly did under the Chinese rule, report sixty or seventy chests and land one hundred. The Chinese authorities here are much pleased thus far with the working of the customs in foreign hands, and say they would willingly double the salaries of the officers rather than be without their aid in collecting the revenue from foreigners, as they find their interests are largely promoted.

By enclosed B and C, I send the principal articles of import and export, with the duties payable on the same, as per the tariff which went into effect December 19, 1860. As to the amount of either I have no clue, for the reason above mentioned. Contraband goods are munitions of war and salt. Duties are alike under all foreign flags, the Chinese being left to collect duties from the native vessels alone, which revenue does not amount to much more than what dollars the officiating mandarins wish to appropriate to their private use, and they return at the end of the quarter "no duties received."

The tonnage dues are one mace per ton register for all vessels of or under 150 tons, and four mace per ton for vessels over 150 tons. There are no other port duties, teas being the only article of shipment direct to the States from this port. I quote freight at from $16 to $20 per ton measurement. I cannot give any average price in teas, as they are from $4 to $60 per picul, with a fluctuating market.

There are neither warehouses nor quarantine at this port, importers paying duties on arrival. Enclosed is a copy of the "customs regulations for the port," which will give the regulations for ships arriving and departing. There is but one American here who is engaged in trade, he being connected with a Spanish house. There are several Americans in the customs service, the commissioner being one of two on the coast, according to the arrangement entered into among the treaty commissioners. The branch of the house of A. Heard & Co. has been discontinued during the year, owing to the state of commercial affairs at home. There are many subjects which no report can be made on, from the trade being so limited and the methods employed so different from those used in civilized countries.

By enclosure D it will be seen that there have been ten cargoes of teas shipped direct to New York during the last statistical year, six under foreign and four under the American flag, this being an increase of four vessels, and an increase of 1,131,455 pounds of tea, with the increase in value of $149,525 48.

I report the ship-off value, which is duty paid and put on board, and which,

owing to some cause or other on the part of the British firm loading some of the teas during the last quarter, I did not obtain, so that my report of exports by each tea-ship will not agree with my present report of teas for the year. But through the kindness of the house of Messrs. John Foster & Co., of Amoy, I was allowed to take the correct export of the quantity of teas shipped from the port, and they gave me the proper price for those other than shipped from their house. In the four American vessels (and one of them, the Golden Hole, only finishing her cargo at this port) there is an excess of 269,636 pounds of tea, and value of $116,053 78 from the six foreign ones, thus showing the predominance of value in favor of American bottoms, notwithstanding our commercial troubles, which have caused much of the teas during the year to be shipped under foreign flags. Another American tea-ship is looked for any day to load with teas to New York. American tea-ships are preferred even by British firms, as they carry larger cargoes, are sailed by masters familiar with the voyage, and usually make quicker passages than any others. * * *

A.—*Statement of the shipping and commerce at the port of Amoy, from October* 1, 1861, *to September* 30, 1862.

INWARD.

Nation.	No. of vessels.	Increase.	Decrease.	Tonnage.	Increase.	Decrease.	Value of cargo.	Increase.	Decrease.
American	14	.....	3	8,303	.....	571	$195,128	.....	$45,843
British	232	.....	16	83,985	.....	1,162	*	*	*
Spanish	42	1	.....	10,488	.....	1,907	141,695	.....	436,480
Hamburg	38	.....	14	8,760	.....	3,390	373,000	$73,000	.....
Netherlands	38	.....	.....	13,364	837	.....	*	*	*
Prussia	11	.....	11	1,694	.....	1,502	59,000	.....	1,000
Hanoverian	5	.....	.....	820	6	.....	36,000	28,000	.....
Oldenburg	4	.....	1	1,146	.....	389	18,000	.....	.....
Danish	28	1	.....	2,323	.....	3,337	176,159	.....	17,341
French	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	412	2	45	130,883	843	12,258	998,982	101,000	500,664
Decrease	.....	.....	43	.....	.....	11,415	.....	.....	399,664

* Not reported.

Statement—Continued.

OUTWARD.

Nation.	No. of vessels.	Increase.	Decrease.	Tonnage.	Increase.	Decrease.	Value of cargo.	Increase.	Decrease.
American	14	7	.....	8,557	997	.....	$554,850	$16,733	.....
British	259	9	.....	92,714	6,491	.....	*	*	*
Spanish	40	2	.....	9,844	.....	1,058	95,349	.....	$170,351
Hamburg	42	.....	12	9,698	.....	2,958	235,000	.....	5,000
Netherlands	37	3	.....	12,637	1,895	.....	*	*	*
Prussian	12	.....	11	1,794	.....	1,532	30,500	.....	14,500
Hanoverian	5	.....	.....	820	6	.....	14,000	10,000	.....
Oldenburg	4	.....	1	1,146	.....	389	11,000	.....	.....
Danish	32	7	.....	2,883	.....	2,256	84,362	.....	22,888
French	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	445	28	24	140,093	19,389	8,193	1,025,061	26,733	212,719
Increase	.....	4	.....	.....	1,196	.....	.....	.....	.....
Decrease	.....	.....	.....	.....	.....	.....	.....	.....	185,986

* Not reported.

B.—*Statement of principal imports into the port of Amoy, where from, duties, and under what flag, September* 30, 1862.

Articles.	Where from.	Taels.	Mace.	Candareens.	Cattles.	Piculs.	Average price.	Piculs.	What flag.
Opium	Hong Kong	30							English.
Cotton piece goods	do								Sundry.
34-inch wide, 40 yards	do			8		Picul			Do.
34-inch wide, dyed	do		1	5		do			Do.
Native cotton	Coast and Kong		3	5		do	$15 00	Picul	Do.
Foreign metals	Straits and Kong								Do.
Iron, rod and bar	do		1	2	5	do			English.
Iron, pig	do			7	5	do			Do.
Sheet lead	do		5	5		do			Do.
Bean-cake	Formosa and Coast			3	3	do	1 60	Picul	Sundry.
Peas	Chefoo			6		do	3 00	do	Do.
Rice	Formosa and Straits		1			do	2 25	do	Do.
Sharks' fins	Siam and Straits	1	5			do	50 00	do	Do.
Sandal wood	Singapore and Straits		4			do	10 00	do	Do.
Sapan wood	do		1			do	1 64	do	Do.
White wax	Japan and China		6	5		do	35 00	do	Do.
Ratans	Straits		1	5		do	4 50	do	Do.
Mangom bark	do				3	do	1 61	do	Do.
Tea mats	China		2			Hundred	4 00	Hundred	Do.
Medicine *	do								Do.
Fish-skins	Straits		2			Picul			Do.
Fish	Coast and Straits						4 00	Picul	Do.
Fish-maws	Straits	1							Do.
Salt fish	do						5 00	Picul	Do.
Ginseng, crude	Hong Kong	6				Picul	100 00	do	English.
Ginseng, clarified	do	8					134 00	do	Do.
Corean, first quality	Corean		5			Catty	1,600 00	do	Do.
Japan, second quality	Japan		3	5		do	1,000 00	do	Sundry.
Grass cloth	Canton	2	5			Picul	170 00	do	Do.
Bicho dimer	Straits	1	5				30 00	do	Do.

* 5 per cent. ad valorem.

C.—*Statement of principal exports from the port of Amoy, whereto, duties, and what flag.*

Articles.	Whereto.	Export duty.			Under what flag.
		Taels.	Mace.	Candareen.	
Teas	America and Europe.	2	5		American and British.
Paper	Manila and coast		7		Spanish and other.
Sugar	Coast		1	2	Sundry.
Sugar and candy	do		2	5	do.
China ware	Siam and straits		4	5	Siamese and sundry.
Earthenware	do		4	5	do.
Kitty sals	Coast and straits		5		Sundry.
Hemp bags	Coast	5 per	cent.	ad valorem.	do.
Dried fruit	North coast		5		do.
Vermicelli	do		1	8	do.
Maccaroni	do		1	8	do.
Medicine	do	5 per	cent.	ad valorem.	do.

D.—*Export of teas to the United States from Amoy, for the year ended September 30, 1862.*

Date of departure.	Vessels.	Destination.	Flag.	Pounds of tea.	Export value, duty paid.
October 24, 1861	Georgiana	New York	British	457, 533	$82, 355 94
October 25, 1861	Asia	do	do	346, 984	62, 457 12
November 9, 1861	Mansfield	do	do	352, 755	63, 495 90
December 22, 1861	Madras	do	Bremen	312, 600	70, 200 00
December 25, 1861	Kate Howe	do	American	763, 672	137, 460 96
January 22, 1862	J. Ralkman	do	Hamburg	226, 769	40, 818 42
August 8, 1862	Golden State	do	American	570, 817	128, 433 82
August 19, 1862	Maguet	do	do	616, 134	138, 630 15
September 12, 1862	Trieste	do	do	472, 872	106, 396 20
September 19, 1862	Glenclune	do	British	457, 818	75, 539 97
Total				4, 577, 954	905, 788 48

CUSTOMS REGULATIONS FOR THE PORT OF AMOY.

1. The limits of the port are defined within lines drawn from the southernmost point of Amoy island southeastward to the nearest island; and thence, in the direction of the high pagoda, to the point of Lam-tae-hoo hill; and from the northernmost point of Amoy island to the opposite point on the main land.

2. The shipment and discharge of cargo can only be carried on in the inner harbor between Kulangsoo and Amoy, northern and southern limits. The authorized customs jetties for the examination, landing, and shipment of goods, are those known as the Taou-mei, Kang-ah-kow, Sin-lo-tow, and Sai-hong wharves.

3. Masters of merchant vessels must deposit their ships' papers and import manifest with their consul (if they have no consul, with the customs) within forty-eight hours after entering the port.

4. The import manifest must contain a true account of the nature of the cargo on board, and must be handed to the customs before any application to break bulk can be attended to.

5. The landing and discharging of cargo or ballast must be carried on within the limits of the inner anchorage, as defined in rule 2, can only take place between sunrise and sunset, and cannot go on, without special permission, on Sundays or holidays. Cargo-boats, employed for the shipment or landing of merchandise, cannot make use of other jetties than those specified in rule 2.

6. When ready to discharge cargo, the consignee must send to the customs an application in Chinese, (and English,) giving full particulars of the cargo, to be discharged, when he will be furnished with a permit to remove his consignment from the ship by which imported, and to place the same in a cargo-boat. The cargo-boat must then repair to one of the authorized jetties, in order that the goods may be examined and assessed for duty. A "customs memo." will thereon be issued, to be taken to the bank by the consignee, who, upon payment of the duty therein noted, will be supplied with a "duty receipt." Upon the presentation at the office of customs of the duty receipt, a "duty-paid order" will be issued. The goods imported may then be removed from the customs jetty and placed in the merchants' godown.

7. In the case of goods to be shipped, the shipper must send them to one of the authorized jetties for examination, with an application in Chinese (and English) for a permit to ship, containing all necessary particulars. The goods will then be examined and a "customs memo." issued, and on the production at the office of the "duty receipt," a "duty-paid order" will be issued, authorizing he shipment.

8. Cargo for which a shipment permit has been issued, but which cannot be received on board, must be brought to one of the authorized jetties for examination before being re-landed.

9. No transhipment can take place without special written permission.

10. Drawback, exemption, or coast trade duty certificates will be issued simultaneously with the permit for the shipment of the goods covered by them. Exemption or coast trade duty certificates for goods imported must be presented simultaneously with the consignee's application for the permit to land.

11. Before application is made for the "customs clearance," the export manifest must be handed in. All dues and duties having been paid, the clearance will be issued.

12. Cargo-boats must be registered at the customs, and must have their respective numbers conspicuously painted on them in English and Chinese characters. No cargo can be transhipped, shipped, or landed, without special permission, except in duly registered cargo-boats.

N. B.—The office of customs is open for the transaction of business from 10 a. m. to 4 p. m.

Applications regarding customs business should be addressed to "*The Commissioner of Customs.*"

W. WALLACE WARD,
Commissioner of Customs.

OFFICE OF MARITIME CUSTOMS,
Amoy, March 26, 1862.

KIU-KIANG—WILLIAM BRECK, *Consul.*

Statement showing the imports and exports at Kiu-kiang in American steamers during the quarter ended March 31, 1863.

	Packages.
Chow-chow sundries	3, 054
Opium	310
Sugar	794
Total	4, 158

EXPORTS.

Paper	packages	83, 842	
Tobacco	"	1, 974	
Rice	"	5, 767	
Tallow	"	1, 876	
China ware	"	10, 852	
Chow-chow	"	2, 300	
			106, 611
Green tea	lbs.	2, 634, 300	
Black tea	"	45, 000	
			2, 679, 300

Statement showing the imports and exports at Kiu-kiang in foreign steamers during the quarter ended March 31, 1863.

IMPORTS.

Chow-chow sundries	packages	4,204
Sandal wood	"	458
Copper cash	"	280
Opium	"	470
Sugar	"	1,507
Manufactures, foreign	"	330
Manufactures, native	"	245
Lead	"	330
Alum	"	193
Pepper	"	200
Total	"	8,217

EXPORTS.

Tobacco	packages	4,446	
Paper	"	124,069	
Tallow	"	3,042	
Rice	"	8,143	
China-ware	"	28,235	
Hemp	"	1,389	
Charcoal	"	1,311	
Fire-crackers	"	518	
Wood	"	2,609	
Indigo	"	348	
			174,110
Green tea	lbs.	4,476,679	
Black tea	"	114,197	
			4,590,876

The following summary statement shows the number and tonnage of American steamers arrived at and departed from Kiu-kiang during the quarter ended March 31, 1863.

Arrivals.	Tonnage.	Departures.	Tonnage.
34	20,278	34	20,278

The arrivals are from Shanghai, and bound for Hankow. The departures on their return are from Hankow, and bound for Shanghai. Each trip constitutes one arrival and one departure.

HONG KONG—H. N. CONGAR, *Consul.*

OCTOBER 13, 1863.

* * * It will be seen that the trade and commerce of American vessels at this port have largely fallen off. Thirty-three vessels are now in port, with little prospect of employment. Long debarred from home or European freights, even the coasting and California trade is passing out of their hands. * *

SANDWICH ISLANDS.

LAHAINA—ELIAS PERKINS, *Consul.*

SEPTEMBER 30, 1863.

* * * There has been no change in the commercial regulations of this kingdom for the year past. There has also been no change in the harbor dues, warehouse charges, sanitary rules, or those of entry or clearance for the same period.

The importations into and exports from this consular district are made well nigh entirely through the neighboring port of Honolulu, and they are mostly exported and imported from the United States of America. There is no information at this consulate of their character, amount, or value.

American capital in this consular district, with one or two exceptions, is employed in the growth of sugar-cane, and the manufacture of sugar from the same. There are, at this date, in this district, eleven mills employed in the manufacture of sugar from the cane, all but one of which are the property of American citizens resident in this kingdom. The machinery of the mills mentioned above is all of American manufacture. The sugar and molasses therefrom are exported mostly to the State of California, and a small portion to the English possessions in America. The quality of the sugar is said to be fully equal to the best made in Louisiana or Texas.

The amount of American capital employed in the above growth and manufacture, number of acres in cultivation, amount of sugar produced, variety of cane grown, method of cultivation pursued, as well as average yield per acre, I have not yet been able to procure from all the planters. * * *

HAYTI.

CAPE HAYTIEN—A. FULSOM, *Commercial Agent.*

Statement showing the tonnage, value of the imports, description, and value of the exports, by all nations at the port of Cape Haytien during the year ended September 30, 1863.

Description.	Foreign.	United States.
Coffee.....pounds....	10,133,809	822,212
Logwood.....do.....	27,794,012	8,589,788
Cocoa.....do.....	231,348	7,290
Mahogany.....feet....	12,068	8,620
Honey.....gallons....	40,523	640
Tonnage.....	19,676	8,498

	Value of imports, American currency.	Value of exports, Haytien currency.
Foreign.....	$543,932	$20,708,164
United States.....	704,556	2,600,634
	1,248,488	23,308,798

Average exchange, 12¾.

Import duties on the above, $191,748 Spanish; import duties on the above, $368,703 Haytien; export duties on the above, $246,010 Spanish.

PORT AU PRINCE—HENRY CONARD, *Vice-Consular Agent.*

APRIL 6, 1863.

I have now the honor to hand you herewith the quarterly returns from this commercial agency for quarter ended March 31, 1863, of the arrivals and departures of American vessels, and also of navigation and commerce, and at the same time to give you a note of the imports of American provisions for the quarter ended 31st ultimo:

Flour	barrels..	16,730	Sugar	boxes..	867
Pork	do....	7,737	Soap	do....	29,984
Beef	do....	431	Codfish	drums..	3,577
Lard	kegs...	2,488	Mackerel	barrels..	3,477
Butter	do....	1,882	Hams	tierces..	143
Cheese	boxes...	623	Tobacco	bales...	1,122
Rice	half barrels..	807			

OCTOBER 2, 1863.

I have the honor to transmit to you a statement of the commerce at this port with the United States for the year ending September 30, 1863.

The arrivals from the United States during the year ending as stated have been *one hundred and twenty-one vessels*, carrying, namely: Flour, 64,826 barrels; pork, 31,122 barrels; beef, 1,680 barrels; lard, 9,992 kegs; butter, 8,083 kegs; cheese, 4,507 boxes; rice, 6,960 half barrels; sugar, 3,078 boxes; soap, 110,705 boxes; codfish, 9,491 drums; pickled fish, 12,146 barrels; herring,

21,789 boxes; hams, 649 tierces; tobacco, 4,121 bales; candles, 2,582 boxes; lumber, 1,902,704 feet; shingles, 1,882,750, together with hardware, paints, drugs, furniture, machinery, some dry goods and sundries, and amounting in value to one million eight hundred and seventy-seven thousand nine hundred and eighteen dollars and forty-six cents, ($1,887,918 46.) The exports from this port to the United States for the same time have been: Logwood, 14,612,400 pounds; cotton, 233,313 pounds; coffee, 1,326,909 pounds; honey, 13,645 gallons, amounting in value to four millions five hundred and fifty thousand four hundred and three dollars and seventy-one cents, ($4,550,403 71) Haytien currency, being only about one-fourth the value of the imports.

The reason for this great difference is that coffee and cotton form the great value of the exports, and that the description of these articles produced here find a better market in France and England than in the United States; hence they are shipped there and drawn against to pay dues to merchants in the United States.

The quantity of coffee exported from this port during the past year, as per records of the custom-house here, may be safely estimated at *twenty-five millions of pounds*, which quantity is considered as one-third of the entire coffee crop of the republic of Hayti.

Of cotton I cannot ascertain the quantity produced during the past year. It is, however, considered to be double or triple of that of former years, and I am satisfied that it may be safely estimated at double.

This increase in the quantity of cotton produced has been in a measure at the expense of sugar-cane. Hence rum and tafia, which are almost the entire product of the sugar-cane, have nearly doubled in price over former years.

Import duties are all estimated in American or Spanish dollars, and one-fourth of the same must be paid in the same money; the remaining three-fourths must be paid in Haytien currency, at the rate of thirteen Haytien dollars for each American or Spanish dollar.

In former years the rate of exchange at the national treasury was adjusted on the first and fifteenth day of each month, to correspond with its value in the market, and the three-fourths of import duties estimated by the adjusted rate.

For the year 1863 it is fixed at thirteen, which may be considered a fair average of its value.

JACMEL—CHARLES MORAVIA, *Consular Agent.*

Summary statement showing the description and quantity of the exports from the port of Jacmel from September 27, 1862, *to September* 27, 1863.

Coffee, bags, 100,719	pounds	11,728,551
Logwood	pounds	5,683,700
Mahogany, logs, 437	feet	40,409
Cotton, bags, 823	pounds	17,233
Shell	pounds	104
Orange peel, bags, 175	pounds	12,078
Rags	pounds	1,175
Fustic	pounds	15,000
Brazillette	pounds	5,300
Goat hides	dozen	61

Statement showing the tonnage, value of the imports, description and value of the exports, by all nations at the port of Gonaives (Hayti) during the year ended September 30, 1863.

Description.	Foreign.	United States.
Coffee.....pounds....	5,807,434	585,439
Cotton.....do.....	258,943	272,117
Logwood.....do.....	3,220,550	5,306,450
Mahogany.....feet....	150,000	4,844
Number of vessels.....	43	41
Tonnage.....	9,225	5,180

	Value of imports, American currency.	Value of exports, Haytien currency.
Foreign.....	$146,491 00	.....
United States.....	435,390 57	$2,758,919 98
	581,881 57	2,758,919 98

Average exchange, 12¾.

DOMINICAN REPUBLIC.

ST. DOMINGO—JONATHAN ELLIOT, *Consul.*

JANUARY 13, 1863.

It is now nearly two years that this part of the island has been under Spanish rule, and as yet it remains in the same miserable state as formerly; I neither hear of nor see any improvements. Very few give their attention to agriculture, and consequently there is very little commerce.

The small amount of money in circulation is that which the troops (about three thousand men) spend from their pay. Living and all other articles of necessity are exceedingly high. The following are the present regulations of the customs here, viz:

The owners or consignees of any articles imported may pay the duties on the same, either according to the tariff of Cuba or the extinguished Dominican republic—that is to say, whichever is lowest on an article, or they may deem most favorable to their interests.

Spanish vessels pay sixty-two cents per ton; American or foreign vessels pay one dollar per ton. All foreign produce or manufactures in foreign vessels pay a maximum duty of thirty per cent. The same in Spanish vessels pay six per cent. less.

Spanish products or manufactures in Spanish vessels pay a duty of nine per cent. The same in foreign or American vessels from twenty-one and a half to twenty-eight and a half per cent.

Foreign productions pay the same in Spanish vessels as Spanish productions or manufactures in foreign vessels.

As yet there is no tariff actually decided on; but I am informed by the chief officer of the customs that a tariff (or aramel) for this Spanish part of the island is in preparation.

WM. G. W. JAEGER, *United States Commercial Agent.*

OCTOBER 3, 1863.

* * * Trade and commerce within this district have continued depressed since Spain took possession. The arbitrary levies and taxes imposed upon the people of this island have so disheartened them that the majority have abandoned their "wood-cuts," and allowed their plantations to overgrow with weeds.

It is no doubt known to the department that the principal exports of this country consist, in the north part, of tobacco, and in the south of cabinet-woods, lignumvitæ, and sugar; but on account of the unsettled state of the country for the last twelve months, there have been very little of the staple products of the island prepared and sent to the seaboard, as heretofore, and the consequence has been the almost total suspension of exports and the ruin of the principal merchants of the island.

* * * It is impossible for me, in the present state of revolution and war of extermination waged against the Spaniards in this unfortunate country, to furnish the department at this time with such a report as the law and the instructions to consuls seem to require.

According to the return of Mr. Arthor Lightgero, my vice-agent at Porto Plata, only two vessels under the American flag arrived at that port during the year ending the 30th September, 1862, their tonnage amounting to 238 tons; the value of their inward cargoes, $12,000; their outward cargoes, $15,360.

During the same period there arrived at Porto Plata from the United States fifteen vessels under foreign flags, the majority of which had been American vessels prior to our rebellion. * * * *

* * * In consequence of the destruction of the consular records and the revolutionary state of the country for some time past, I am without any return from Porto Plata for the year ending September 30, 1863.

During the year ending the 30th September, 1863, only six small vessels arrived at this port, measuring in the aggregate 866 tons; the value of their inward cargoes, $25,800. During the same period there sailed from this port for the United States under the American flag one brigantine and five schooners; the value of their outward cargoes, $18,407.

The above statement does not include all the imports nor exports from and to the United States during the year 1863, as much of the trade has been carried on by Spanish and other flags. The majority of vessels arriving here from the United States during the year have been changed from the American to the English flag, to avoid extra insurance and to escape the pirates which have been and still are preying on American commerce and its flag.

As no returns are published or made by the custom-house of the arrivals and departures of vessels, the description and value of goods imported at this place, it is impossible to obtain any accurate information on the subject.

With regard to the exports to the United States, the information that I have been enabled to report is confined exclusively to the certified invoices of merchandise shipped in American vessels. But besides these there are many shipments of produce made when the owners reside at the port of destination, and also in foreign bottoms, of which there is no record kept or required in this consulate.

Since the Spaniards have been in possession of this island there has sprung up quite a trade with Porto Rico, and vessels trading between this port and Porto Rico can bring here, for which I cannot account, American produce and sell it at a less price than the same can be sold for here when brought direct from the United States. No doubt the facilities for smuggling are much greater, and are carried on to a greater extent in Porto Rico than they can be at this

making my annual report of the commerce worthy of your attention. In times of regular commerce in this place there is such a sameness in the quantity and quality of importations of goods, wares, and merchandise suited to this and the interior markets, that after making up one annual report it would be difficult to discover any material change for many years.

The custom-house of this port is now under the control of the so-called regency at the city of Mexico; and all vessels (which left any foreign port after the 20th September last) will be admitted with their cargoes, under the decree of General Forey of the 1st May, 1863, at a reduction of 50 per cent. of the duties, as per tariff of the Mexican republic of January, 1856.

The decree of the regency of the 27th of August last permits the exportation of gold and silver coins, in conformity to the tariff of 1856 and the decree of the 18th February, 1857.

Up to the present date the interior trade has been interdicted by the regency. Consequently all importations of merchandise, with the exception of the limited consumption of this place, remains in the importers' stores as so much dead capital.

During the last eighteen months there has been a constant deficiency of water on the bar, causing serious delays and heavy expenses for lighterage, as well as several marine disasters on the coast.

The decree, above quoted, imposes an export duty of 6 per cent. on coined silver.

Port regulations at Tampico.

DECREE.

The colonel, superior commander of Tampico, decrees:

Art. 1. The captain of every merchant vessel that arrives at Tampico shall send to the captain of the port, immediately after anchorage, a statement of all the passengers; said statement, signed by the captain, shall indicate the place of birth, nationality, trade, from whence sailed, and the destination of the passengers.

Art. 2. The passports of said passengers shall be accompanied with the statement referred to in the preceding article.

Art. 3. The discharging shall not begin until the captain of the port may have given his competent authorization.

Art. 4. The passports shall be deposited in the prefectura of the city, where the passengers must appear personally to reclaim them.

Art. 5. No captain of a vessel shall receive on board (when anchored at the bar) the passengers that may go out of Tampico, unless they have their passports visaed by the local authorities.

Art. 6. All violation of the provisions of the preceding articles shall be punished by a fine of one hundred dollars, without prejudicing the penalties dictated by the laws in such cases.

Art. 7. The prefect of Tampico and the captain of the port are charged, each, in the way it appertains to them, for the execution of the present decree.

Done at Tampico on the 20th August, 1863.

The Superior Commandant,
HENRIQUE.

Seen: The Captain of the Port, J. HOLZINGER.
Seen: The Prefect of Tampico, A. MARQUEZ.

VERA CRUZ.

Statement of exports to the United States from Vera Cruz during the quarter ended March 31, 1863, *(compiled from official invoices.)*

Port.	Merchandise.	Value, including costs and charges
New York...	777 bales of cotton 73 bales of deerskins 112 tons fustic 6 cases cigars 1 box stuffed birds 1,465 bales of hides 2 bales of coffee 25,000 vanilla beans	$58,213 29

Statement of exports to the United States from Vera Cruz during the quarter ended June 30, 1863, *(compiled from official invoices.)*

Ports.	Description of goods.	Value.
New York.....	Cotton	$121,727 83
Do.....	Ox and goat hides	7,258 65
Do.....	Cochineal	216 50
San Francisco .	Cochineal	1,842 50
		131,045 48

ACAPULCO.

Statement showing the description and value of the exports from Acapulco, together with the name of country of production and ports of destination, during the quarter ended September 30, 1863,*(compiled from official invoices.)*

Description.	Country of production.	Ports of destination.	Value.
Cotton	Mexico	New York	$12,651 90
Do	San Francisco	San Francisco	131 64
Total			12,783 54

NICARAGUA.

SAN JUAN DEL NORTE—B. S. COTRELL, *Commercial Agent.*

OCTOBER 30, 1863.

* * * The department is already aware that there is no custom-house at this port. The governor of the port collects 5 per cent. duties on all

merchandise imported for consumption and sale here, with the exception of the two articles of gunpowder and manufactured tobacco, on the former of which is imposed a duty of 15 per cent., and on the latter 20 per cent. Merchandise sent into the interior is entered at the custom-house at San Carlos, where the same duties are collected as have been paid for years past.

IMPORTS.

All kinds of *general merchandise* are imported into the country, the greater portion of which consists of English and French dry goods, Italian and French wines, oils and liquors. Very small quantities of foreign provisions pass into the interior *via* this port, and the greater part of the provisions sold and consumed here are imported from the United States.

The following is the estimated amount of the value of the importations for the year ended September 20, 1863:

Merchandise of all kinds imported from Europe, the United States, and St. Thomas, and sold and consumed at this port	$64,403 82	
Merchandise sent to the interior	159,122 59	
		$223,526 41
Money imported for this port	15,125 00	
Money sent to the interior	3,500 60	
		18,625 60
Jewelry imported *via* this port		140 00
Total amounts of imports		242,292 01

EXPORTS.

Beef hides, valued at	$38,677 90
Deer skins, valued at	18,591 44
Indigo, valued at	73,996 50
India-rubber, procured at this port	51,121 47
India-rubber, brought from the interior	900 30
Cacao, brought from the interior	5,787 50
Brazil wood, procured here	2,339 30
Brazil wood, brought from the interior	5,996 40
Tortoise shell, procured at this port	1,927 25
Sarsaparilla, procured at this port	13 00
Cotton, brought from the interior	936 70
Old copper, procured here	40 00
Coffee, brought from the interior	14,925 70
Coffee, procured here	60 00
Gold uncoined, procured here	2,358 50
Gold uncoined, sent from the interior	34,404 35
Money, procured here	5,695 47
Money, sent from the interior	63,045 70
Total amount of exports	320,817 48

VALUE OF PRODUCTS.

Beef hides, each, $2; deer skins, each, 75 cents; Brazil wood, per ton, $30; indigo, per quintal, $100; cacao, per quintal, $20; coffee, per quintal, $14; cotton, per pound, 10 cents; sarsaparilla, per pound, 25 cents; tortoise shell, per pound, $2; India-rubber, per pound, 28 cents, average.

ARRIVALS AND DEPARTURES OF AMERICAN VESSELS.

Arrived, 11 vessels, aggregate tonnage 11,915$\frac{33}{95}$; departed, 11 vessels, aggregate tonnage 11,915$\frac{33}{95}$. Vessels other than American not ascertainable.

FREIGHTS.

Hides to the United States, 25 cents each; deerskins to the United States, 2 cents each; Brazil wood to the United States, $10 per ton; indigo to the United States, per seroon, $1 37½ for 160 pounds; India-rubber to the United States, per pound, ¾ cents.

TONNAGE DUES.

There is a duty of 15 cents per ton levied on all vessels which enter the harbor, excepting ships-of-war, the English mail steamers, and the steamers of the "Central American Transit Company," neither of which exempted class of vessels can, at present, enter the harbor.

CURRENCY.

The currency is calculated at 100 cents to the dollar, (United States gold and silver being at par,) and is made up of the moneys of all nations, thus:

Ounce of Nueva Granada	$15 50
Ounce of new issue of Nueva Granada	14 00
Dollar piece of Nueva Granada	95
French twenty-franc piece	3 80
English sovereign	4 80
English half sovereign	2 40
Chili ten-dollar piece	9 00
Nueva Granada ten-dollar piece	9 50
Nueva Granada ten reals, (silver)	95
Chili one-dollar piece	1 00
One-franc piece, (silver)	20
Five-franc piece	95
One English shilling	25

Exchange, no fixed rate.

Warehouses, none.

Sanitary regulation, none.

Cotton-growing does not appear to have flourished to any considerable extent during the past year, but those engaged in the enterprise, (and there are several of them,) seem sanguine of producing a respectable quantity for shipment the coming year. *Indigo* and *coffee* culture is on the increase, and the same may be said of *cacao*. *Gold-mining* is carried on at present only by the natives, the attempts of the foreigners who have undertaken this occupation having proved in nearly every instance complete failures.

The harbor is in a most deplorable condition, notwithstanding the efforts of the "Central American Transit Company" to improve it. Some eight old hulks, brought here especially for the purpose, have been sunk at the approaches of the river San Juan, which empty into the bay, with the view of confining the waters to a single channel; but as yet no visible increase in the depth of water at the entrance from the sea is discoverable. There has been, during the past four months, only about eight and a half feet of water on the bar at high tide, with a very narrow and crooked channel for vessels to pass in and out. It is asserted, however, by those considered competent to judge, that, with the necessary machinery and implements, a good harbor can still be made, and without any extraordinary expense.

SAN JUAN DEL SUR—B. L. HILL, *Consul.*

NOVEMBER 9, 1863.

* * * In the only excursion to the country I have been able to make, and that for part of a day, I have seen some six hundred acres of cotton and considerable sugar growing. The crop is very promising, considered very large in growth, and more than usually fruitful. There were between 4,000 and 5,000 bales of cotton shipped from this port last year, and the estimate for this year is 20,000 bales or over. From the proneness of these people to exaggerate, I was inclined to discredit the estimate; but in conversation with a gentleman of reliability, who has a cotton *gin* and *press*, and is now about erecting several more in different parts of the country, I was assured that, if no accident happened to the crop, the amount was rather under than over estimated. Most of the cotton was, last year; shipped to England, not because it "paid" any better, (for, in fact, it brought much less than it would in our country,) but for fear of the pirates. * * * There is another article, a sample of which I enclose, called pita, (peta,) which grows in great abundance spontaneously all over this region. It seems to me to be a most valuable article for the manufacture of *cordage*. It is *very cheap*, and could be taken to the United States and sold much lower than the Manilla, so much used, and is as good, if not far better, for all such purposes. The *coffee* crop is very good this year, and the coffee is of a fine quality. The indigo is superior in quality, and the product is very considerable.

HONDURAS.

OMOA—CHARLES R. FOLLIN, *Consul.*

MARCH 31, 1863.

Statement showing the description, quantity, and value of the exports from Omoa during the year 1862.

No.	Description.		Quantity.	Value.
1	Horned cattle	heads	1,176	$11,760 00
2	Sarsaparilla	bales	787	24,594 00
3	Hides	numbers	14,215	35,537 04
4	Deerskins	bales	77	7,700 00
5	Virgin silver	marks	1.536	14,208 00
6	Copper money	cases	5	1,200 00
7	Round dollars	numbers	2,358	2,500 00
8	Gold dust	ounces	77	1,232 00
9	Tobacco	bales	262	3,930 00
10	Cigars	M	296	1,776 00
11	Cigarettes	cases	4	120 00
12	Indigo	ceroons	25	3,750 00
13	Fustic	tons	295	3,540 00
14	Turtle shell	pounds	91	273 00
15	India-rubber	do	3,584	896 00
16	Straw hats	bales	14	840 00
17	Cocoa-nut oil	galls	430	258 00
18	Cheeses	number	50	100 00
19	Beans	bags	10	60 00
20	Rice	barrels	3	36 00
21	Corn	fanegas	18	54 00
22	Yams	quintals	45	135 00
23	Tiger skins	number	22	66 00
	Total		.....	114,565 04

UNITED STATES OF COLOMBIA.

A decree of the constitutional president of the United States of Colombia, prescribing the manner of certifying invoices of imports, has been received at this department, of which the subjoined is a translation:

T. C. DE MOSQUERA, constitutional president of the United States of Colombia.

DECREE.

ARTICLE 1. It is the duty of those who may introduce foreign merchandise to present, with the manifests, the original invoices, certified by the Colombian consul of the port whence they are shipped.

ART. 2. In those ports where there may be no Colombian consul, the certificate of the invoices will be obtained from a consul of a friendly nation. Those of the republic of Chili are required to perform this service by article 34 of the treaty of friendship, commerce, and navigation with said republic.

ART. 3. The certificate required by the first article shall express the number of the packages of the invoice; the kind of merchandise; the Colombian weight of each package; the name of the boat in which it may be shipped; the port in Colombia to which it is directed; and the name of the merchant or consignee to whom they may belong.

ART. 4. The consuls shall remit to the general office of accounts an authentic copy of every invoice which they may certify.

ART. 5. The consuls are entitled to collect one peso for every invoice which they may certify, according to the 4th provision of Article 19 of the law of March 7, 1856, upon consular service.

ART. 6. The following periods are fixed for the execution of this decree:

Sixty days for merchandise imported from the West Indies, Central America, and the Pacific republics;

Ninety days for importations from the ports of the United States of America and Mexico; and

One hundred and twenty days for importations from other ports—these periods to be reckoned from the date of this decree.

ART. 7. The failure to present invoices, certified as aforesaid, will subject the cargo to examination, package by package, and to an additional charge of ten per cent. on the ordinary duties.

Given in Popayan, August 7, 1863.

T. C. DE MOSQUERA.

A. GONZALEZ CARAZO, *Secretary*.

NEW GRANADA.

CARTAGENA—AUGUSTUS S. HANABERGH, *Consul*.

JANUARY 8, 1864.

Although I have to report the arrival of but one vessel at this port during the last year, under the flag of the United States, with cargo, yet there has been a large increase in the importation of American goods over former years, which importation has mostly been made in vessels of American build sailing under the English flag.

The number of such vessels that have arrived at this port during the last

year is nineteen, all from the port of New York, and bringing assorted cargoes of provisions and American manufactures, the quantities or value of which I have no means of ascertaining.

By the present tariff of this country American goods, as a general thing, are more heavily taxed than those of any other country; all kinds of provisions pay at the rate of five cents per kilogramme on the gross weight of the package, whereas soap, candles, lumber, gunny bags, furniture, and many other common necessaries, which are extensively imported, are charged at the rate of 30 cents per kilogramme also on the gross weight; and it is just the same as silks, lace, jewelry, and the most costly articles.

Besides this national duty, the state government collects a consumption duty of 25 per cent. on the amount of the national duty on all importations, which consumption duty is collected upon the introduction of the goods.

Another great injustice is the collection of 30 cents per kilogramme on the baggage of each passenger disembarking in the country; and upon this also the state collects the 25 per cent. *consumption duty*, even should the owner remain in the country but a day or two. The injustice of this imposition is worthy the attention of foreign governments.

Tabular statement showing the amount and value of exports from the port of Cartagena to the United States for the year ended December 31, 1863.

Description.	Quantity.	Value.
India-rubber ..... pounds	455,506	$105,324 30
Tobacco ..... do	106,388	23,541 87
Fustic ..... do	663,515	4,379 45
Coffee ..... do	44,917	5,250 00
Hides ..... number	3,372	7,555 50
Balsam tolu ..... pounds	7,000	4,601 70
Cotton ..... do	14,392	4,100 00
Ivory nuts ..... do	216,704	3,050 00
Old copper ..... do	5,883	1,165 00
Straw hats ..... dozen	324	2,200 00
Other products	.....	4,528 84
Total value	.....	165,756 66

The most important product of the country is tobacco, nearly all of which is exported to Germany. Coffee, ivory, nuts, and fustic, are also exported to a considerable extent to Europe.

The cultivation of cotton has received but little attention in the vicinity of this port; whereas, in the neighborhood of the port of Savanilla, a large quantity has been raised during the past year, and it has formed an important part of the exports of that port.

VENEZUELA.

LAGUAYRA—ELIAS WALPOLE, *Consul.*

APRIL 22, 1863.

I have the honor to report that the commercial intercourse of this country with foreign nations appears to be uniform. All nations are placed upon the same footing in regard to foreign commerce.

:harges are as follows: Tonnage duty, 50 cents per ton Venezue-
water duty, 15 cents per ton Venezuelan tonnage; light-house
s per ton Venezuelan tonnage; clearance, per 50 tons, $2; 100
0 tons, $4; 200 tons and upwards, $5.
n vessels run about half price; besides, there is to be paid to the
e port of Laguayra, on each vessel, $3; to the health officer, for
the interpreter, excepting Spanish vessels, $2.
ove it will be seen that a foreign vessel, of 400 tons and upwards,
custom-house, in Venezuelan currency, $327 50; and if she enter
nd depart the country, (entering no other port with cargo,) she
nnage duty.* The price for export goods is generally fixed at
nmissions alike on all kinds, all expenses added.
ıg a principal article of export, the following will show the expense
Commission on coffee, per cent., 2½; bags, regulating and weigh-
ı; carriage from Caraccas, per 100 lbs., 31¼ to 37½; porterage,
ıd embarking at Laguayra, per 100 lbs., 11¼ cents; export duty
use, per bag, 15 reals, or $1⅞; storage at Laguayra 1 per cent.
see a bag of coffee costing in Caraccas $18, for example, by the
on board the vessel at Laguayra costs $21 50 Venezuelan cur-
mode of fixing price attaches to all exports, and might be traced
l proper. Venezuela has no coin of her own except copper; she
l gold and silver coin of most nations to be introduced, and fixed
which is as follows:

merican double eagle, at.... ...	$26 75	Venezuelan	currency.
gle at.....	13 37½	"	"
lf eagle at.....	6 68¾	"	"
arter eagle at.....	3 34⅜	"	"
anc piece at.....	5 12½	"	"
reign at.....	6 50	"	"
loon at.....	21 00	"	"
bloon at.....	21 00	"	"
ı doubloon at.....	21 00	"	"
ı doubloon at.....	20 00	"	"
n at.....	21 00	"	"
ın at.....	21 00	"	"
oon at.....	21 00	"	"
ɔublic, coined in 1813 to 1828, at.	21 00	"	"
1828 to 1832 at.....	19 53	"	"
ver dollar at.....	1 34⅜	"	"
er dollar at.....	1 34⅜	"	"
ı silver dollar at	8 34⅜	"	"
ɔllar at.....	1 34⅜	"	"
ɔllar at.....	1 34⅜	"	"
dollar at.....	1 34⅜	"	"
ranc piece.....	1 25	"	"
ng.....	31¼	"	"

ınal parts of the aforesaid coins in the same proportion. And I
ever was in a place where there was so much confusion of coins,
ıants seem to have mastered it.

ı tonnage is 12½ per cent. more than American, and in the foregoing calcu-
ıter and depart with cargo her tonnage is $4 50.

SEPTEMBER 30, 1863.

Comparative tabular statement showing the value of the cargoes of English vessels entered at and cleared from the port of Laguayra for the years ended September 30, 1861, 1862, *and* 1863, *together with the total tonnage and the number of vessels.*

Years.	ENTERED.	CLEARED.	Total No. of vessels.	Total No. of tons.
	Value of cargoes.	Value of cargoes.		
1861	$734,591 77	$294,842 34	56	12,595 $\frac{15}{53}$
1862	836,463 00	292,719 97	64	9,340 $\frac{1}{53}$
1863	933,509 57	258,502 24	68	14,198 $\frac{53}{53}$
Total	2,504,564 34	846,064 55	188	26,134 $\frac{1}{53}$

From the above it must be seen that this country must come back to peace, quiet, and industry, or general bankruptcy must prevail. The people seem to be more hopeful, and they are looking for brighter days. A number of Americans have come here to do business within the past year. Over $200,000 are employed by them, and some of it quite successfully.

CIUDAD BOLIVARH—CHARLES H. LOEHR, *Consul.*

DECEMBER 31, 1862.

General review of the whole export trade of the river Orinoco, province of Guayana, and general information during the eleven years ended December 31, 1862:

1850.—The value of exports to the United States amounted to $207,800 45, showing an increase of $41,176 85, as compared with 1849, in which year the value of exports amounted to $166,623 60. The productions exported were cocoa, coffee, indigo, hides, deerskins, sarsaparilla, Tonquin beans, mahogany, balsam copaiba, and cattle horns. The increased value of this trade had arisen from the advanced prices offered in the New York market for hides, deerskins, and coffee during the last two months of the year. The quantity of hides, and particularly of deerskins, shipped was unusually great.

1851.—The value of exports to the United States amounted to $354,711 50, being an increase of $114,665 55 as compared with the previous year. There was also an increase of shipping of 950 tons. The exports consisted of the same as in 1850, with the addition of bark. This trade increased particularly in the article of cattle hides, of which no less than 206,548 were shipped to New York, with 12,226 deerskins.

1852.—The value of exports this year amounted to $319,146 40, showing a decrease of $35,565 10, as compared with 1851. The productions corresponded to those of the previous year.

1853.—The value of this year's exports to the United States amounted to $367,531 45, as compared with the previous year. There was also an increase of shipping of 90 tons. This trade rapidly gained ground, especially in the article of cattle hides, of which no less than 304,144, with 91,336 deerskins, were shipped to New York.

1854.—The value of exports to the United States amounted to $713,148 15

showing an increase of $345,616 70, as compared with the previous year. The tonnage is nearly the same as in 1853. The unusual increase in value of exports was caused by the remarkably high price obtained in New York markets for cattle hides and other productions, of which there was a large increase in the quantity exported, as compared with the previous year.

1855.—The value of exports to the United States this year amounted to $744,315, showing an increase in value of $31,166 85, as compared with the previous year. This increase arose from the continued high price of cattle hides and the large additional quantity of them exported.

1856.—The exports to the United States were $612,197 30, showing a decrease of $132,117 70, as compared with the previous year.

1857.—To the United States the value of exports amounted to $489,095 75, which shows a decrease of $123,101 55.

1858.—The value of exports to New York amounted to $423,265 70, showing a decrease of $65,830 05.

1859.—The value of exports in United States vessels amounted to $538,888 35, showing an increase of $115,622 65, with 111 tons in shipping. The increase arose from the very high price of hides and other products above those of the previous year.

1860.—The value of exports in United States vessels amounted to $355,711 20, showing a decrease of $183,177 15. The number of hides shipped to New York were 123,530, with 9,663 deerskins.

1861.—The value of exports to the United States amounted to $261,057, being a decrease of $94,654 20. The civil war both in the United States and in Venezuela affected this trade.

DECEMBER 31, 1862.

General review of the whole import trade of the river Orinoco, province of Guayana, and also general information for a period of eleven years, ended December 31, 1861:

1850.—The value of imports from the United States amounted to $89,367 85. The principal articles imported were bricks, flour, biscuit, potatoes, rice, hams, butter, cheese, oysters, cordage, oakum, tar, rosin, pitch, varnish, ale, cider, hay, medicines, shoes, stationery, beaver and felt hats, sperm candles, furniture, cotton shirting, madapollanes, and about 5,000 pieces of twilled and plain unbleached domestics. These latter goods met, and still meet, with a ready sale, and are in demand, as the fabrics are of a stouter and more durable quality than the English goods of the same description, and are preferred, although a shade higher in price.

1851.—The value of imports from New York amounted to $130,966 55, exclusive of money, which exceeded $130,000, but of which no account is kept at the custom-house. The increase in imports, as compared with 1850, amounts to $41,589 70. These imports consisted chiefly of the same articles as those of the previous year, with the addition of checks and turpentine.

1852.—The value of American produce imported from the United States amounted to $139,439 30, showing an increase, as compared with 1851, of $8,472 75. Gold and silver coins were also introduced to the amount of $260,000, unnoticed in the custom-house accounts. The importations embraced generally the articles of the previous year, with the addition of lard and codfish.

1853.—The value of imports from the United States amounted to $86,772 40, exclusive of money, which exceeded $390,000, to pay for cattle, hides, and other productions. The decrease of imports, as compared with 1852, amounts to $52,666 90, caused by the late disturbed state of the country. The imports comprised articles similar to those of the previous year.

1854.—The value of imports from the United States amounted to $257,743 20, showing an increase of $168,770 80, as compared with 1853. There has also

been introduced about $325,000 in money, to pay for cattle, &c. The articles of imports were similar to those of 1853.

1855.—The value of imports from the United States amounted to $261,496 95, as compared with 1854. There has also been introduced about $325,000 in money, to pay for cattle, &c.; and the imports were similar to those of 1854, with the addition of cinnamon, cloves, and nutmegs.

1856.—The imports from the United States direct amounted to $232,475 65 in American and foreign vessels, showing a decrease of $7,021 30, as compared with previous years. Imports were the same.

1857.—The imports from the United States direct amounted to $234,484 25, which shows an increase of $2,008 60, as compared with the previous year. The imports corresponded to those of 1856, with the addition of black pepper, pickles, and brooms.

1858.—The imports of this year amounted to $43,329, showing a decrease of $189,146 65, as compared with the previous year; but the amount of gold coin was about $195,000. The decrease appears to have arisen from the total change of government that occurred in the month of March of this year, and which caused a want of confidence in all mercantile classes. The imports are the same.

1859.—The value of imports in United States vessels amounted this year to $51,165 40, showing an increase of $7,836 40, as compared with the previous year. There has been about $39,000 brought in money to pay for hides, &c. The imports the same as the previous year.

1860.—The value of articles imported from the United States amounted to $131,924 65, showing an increase of $80,759 25, as compared with the previous year; in this sum are included about $78,000 introduced in money; other imports the same as last year.

1861.—The value of imports from the United States this year amounted to $136,279 55; showing an increase of $4,354 90, as compared with 1861.

The exchange at this cost is invariably at the rate of $1 34 to one American or Spanish dollar.

GENERAL INFORMATION.

The duties levied in the year 1850 were the same on native as on foreign vessels, with or without cargoes, inward or outward bound, and amounted to upwards of 45 per cent. on imports.

The port charges, including pilotage and light-ship dues, were about $1 20 per ton, from which vessels that loaded with cattle, hides, or dried beef were exempt.

The rate of profit on sales varied, and still varies, from 25 to 75 per cent., and still varies according to circumstances. Commission business is done from 5 to 15 per cent., according to the nature of the transactions.

Merchandise for New Granada, in transit, is alone allowed to be warehoused at this port, at the rate of 2½ per cent. monthly; but must be reshipped or entered for consumption within six months after arrival.

The freight from the United States and Europe cannot be specified, as it entirely depends upon stipulations for return cargoes.

The stock of goods on hand in 1850 was unusually large, and could not be estimated under $780,000. The prohibited articles were then and still are bacon, salt, sugar and rum, unless in bottles.

By the law of the 23d April, 1850, the import duties were increased from 45 to 60 per cent., and port charges to $1 20 per ton on all vessels without exception, whether native or foreign.

The stock of goods on hand in 1851 was larger than for many years, and amounted to $845,000. The clandestine traffic carried on with perfect impu-

nity by natives alone, between Trinidad, Demarara, and this district, could not be estimated at less than $130,000.

Since the law of the 23d of April, 1850, establishing a specific tariff of duties, so many additions and alterations had been made in that law, that it was almost impossible to say more than that the duties levied in 1853 ranged from 15 to 100 per cent. on the invoices deposited at the custom-house. The average duties for 1854 appear to have been 46 per cent.

The stock of goods then on hand was calculated at $910,000, and, considering the sales made for the twelve months, was at great variance with the custom-house returns of imports, and could only be attributed to the extensive clandestine traffic, and to very defective invoices, valued to evade the duties.

The average duties for 1855 appeared to be 51 per cent. The port charges were about $1 32½ per ton on all vessels without any exception, whether national or foreign.

The savage and destructive nature of the civil war that broke out in March, 1859, and that is still carried on, especially in the adjacent provinces, has destroyed all confidence, and paralyzed every species of trade; and the same cause will prevent importations to any extent beyond the absolute consumption of this province, while the present insecurity of persons and property exists.

By the law of May, 1860, there is laid 20 per cent. in addition to the former 60 per cent. of duty on imports; and on many articles the duty amounts to 200 per cent. on their original value.

The port charges, including pilotage and light dues, amount to about $2 per ton.

The rate of freight from Europe cannot be stated, as the arrangements are made for a return cargo to the United States at various prices for particular articles, and not by the ton.

The stock of goods on hand in 1860 was valued at $1,625,000, while the quantity of 1861 exceeded that of any previous year, and amounted to upwards of $2,600,000.

The excessively high duties on imports now levied have increased the activity in the contraband trade between Trinidad, Demarara and Venezuela, but it is not possible to ascertain its extent or value.

The freight from and to Hamburg and Bremen is generally about $20 per ton; and from and to the United States, about $15 to $17 50 per ton.

Tabular statement showing the exports from the port of Ciudad Bolivar for the year ended June 30, 1863, *and the countries where shipped.*

Description.	COUNTRIES.					
	United States.	Venezuela.	British colonies.	Danish colonies.	French.	Total.
Balsam copaiba ....galls..	10,126½	1,339	181	4,631½	679	17,057
Bark .....lbs..	.....	.....	.....	1,260	100	1,360
Bitters .....doz..	97	600	536	375	.....	1,608
Beef, dry and salted..lbs..	.....	5,500	25,612	5,612	.....	36,714
Beans .....lbs..	1,058	.....	.....	5,600	.....	6,658
Baskets .....doz..	.....	.....	.....	162	.....	162
Cattle.....	.....	163	2,809	.....	386	3,358
Cotton .....lbs..	20,019	300	40,000	18,612	.....	78,931
Cocoa .....lbs..	987	.....	2,860	.....	75	3,922
Coffee .....lbs..	1,900	.....	1,525	.....	100	3,525
Cables	.....	16	.....	98	170	284
Caoutchouc .....lbs..	395	.....	.....	.....	.....	395
Cheese .....lbs..	.....	.....	880	.....	.....	880
Chocolate .....lbs..	.....	.....	10	.....	.....	10
Deerskins	3,988	.....	.....	.....	.....	3,988
Drugs .....lbs..	.....	.....	720	.....	.....	720
Fruit preserved.....lbs..	30	.....	.....	.....	.....	30

Tabular statement showing the imports at the port of Ciudad Bolivar for the year ended June 30, 1863.

Countries from whence shipped.	Value of articles imported.
United States	$154,222 31
Venezuela	73,691 23
British colonies	33,678 75
Danish colonies	36,436 05
Total	298,036 34

Tabular statement showing the imports at the port of Ciudad Bolivar for the quarter ended September 30, 1863.

Countries from whence shipped.	Value of articles imported.
United States	$61,760 90
Venezuela	3,213 72
British colonies	9,415 00
Danish colonies	45,600 50
Hanseatic towns	128,025 35
Total	248,015 47

Tabular statement showing the exports from the port of Ciudad Bolivar for the quarter ended September 30, 1863.

Description.	COUNTRIES.				
	United States.	Venezuela.	British colonies.	Danish colonies.	Total.
Balsam copaiba ..... galls..	2,652¼	420	500	785	3,572¼
Bark ..... lbs..	.....	.....	.....	1,260	1,260
Bitters ..... doz..	.....	150	120	95	375
Beef, dry, and salted ..... lbs..	.....	190	632	5,612	6,434
Cattle	.....	50	310	.....	360
Cotton ..... lbs..	3,417	.....	10,000	4,000	17,417
Cocoa ..... lbs..	.....	.....	.....	75	75
Coffee ..... lbs..	52,310	.....	360	375	53,045
Deerskins	.....	160	.....	.....	160
Hides	30,667	.....	.....	.....	30,667
Indigo ..... lbs..	.....	.....	534	2,094	2,628
Tobacco ..... lbs..	38,276	2,640	.....	.....	40,916
Tonquin beans ..... lbs..	43,317	.....	12	470	43,317

Miscellaneous intelligence relating to the trade, navigation, manufactures, population, and general progress within the United States consular district of Venezuelan Guayana.

TRADE AND NAVIGATION.

The trade of Bolivar depends on the interior provinces for the consumption of imports and supply of exportable articles. Except in time of internal commotion, the imports amount to from $715,000 to $100,001,000, and consist of the manufactures and productions of the United States, England, Germany, and France.

The exports in time of peace average annually about $715,000, and consist of cattle hides, coffee, cocoa, indigo, live cattle and horses, with small quantities of Tonquin beans, gum copal, tobacco, balsam copaiba, and sarsaparilla, which are shipped for New York, Hanseatic towns, and adjacent colonies.

Formerly large shipments of cotton and tobacco were made to Germany, of which vestiges are to be met with in every part of the province, but the frequent revolutions that occur in this country have ruined the planting of cotton and seriously affected every other branch of cultivation. With each change of government the duties on imports are increased, and are at present about 60 per cent. The port charges, including pilotage and light dues, are about $1 92 per ton.

THE BAR.

The bar of the river Orinoco has 20 feet water, with a safe clay bottom. The river has an annual rise and fall of from 50 to 60 feet. It is at the highest in August and lowest in March, but no vessel drawing above 15 feet of water can come here between the end of November and the beginning of May, on account of the shallow sand-banks at Yaya, Maneo, and Panapana.

To the westward of Bolivar the navigable rivers that fall into the Orinoco are the Rio Negro, Gesarico, Apura, Aranca, Portuguese, Casanase, and Meta. The three latter communicate with New Granada, and the Rio Negro with Brazil. The whole are navigated by flat-bottomed vessels and by steamers of light draught of water. At the anchorage opposite this city there are four fathoms of water when the river is at the lowest.

The navigation of the Orinoco and its tributaries is at all times dangerous, and requires good pilots. Between the months of November and May the voyages from the mouths of the Orinoco to this city seldom exceed four days, but between May and November the voyages are often from twenty to thirty days, owing to the strength of the current and the prevalent westwardly winds during the summer.

POPULATION.

The population of the province of Guayana, by the last census, is 30,000 persons, of which 8,000 belong to the city of Bolivar. The population is widely scattered over the province in a few small villages.

DESCRIPTION OF THE COUNTRY.

This province contains 20,000 square leagues of wavy land, with a range of divided hills that run east and west towards the Andes. Two-thirds of the territory consists of pasture lands, and are one-third of virgin forests. The soil everywhere is well adapted to cotton and tobacco, but especially for breeding cattle.

AGRICULTURE.

The agriculture of this province consists of coffee, tobacco, sugar-cane in small scattered patches, rice, Indian corn, plantains, yams and yucca, beans and peas, but the climate is too hot for producing wheat, oats, barley, or potatoes. The cultivation of the articles of which the country is capable has nearly ceased, on account of the civil war which has been raging with atrocious violence for the last three years.

FORESTS.

There is abundance of wood in the province fit for furniture of all kinds, and for house and ship building, but the whole is almost useless for the want of capital and laborers. There are also inexhaustible forests of caoutchouc trees and innumerable medicinal plants of every description unheeded.

MINERALS.

The value of the mineral wealth distributed over the whole province is yet to be discovered. In the canton of Upata, copper, lead, silver, and gold have been found, but only the latter has been attended to, and one company has already commenced operations with a steam engine and machinery for crushing quartz, which is very rich. The quartz district has been traced for nine miles, but the extent of ground where hundreds of men are digging is unknown. In these fields gold is obtained in pieces from six grains to six pounds in size, and from three inches to sixteen feet below the surface. Gold is also found eighty miles to the south of Bolivar, and quicksilver is found at Cascura, but, unfortunately, there are no bridges nor any regular roads in the province to facilitate intercourse with the interior, except by bridle paths; nor have the government the means of providing bridges or roads, the construction of which must fall on individual enterprise sooner or later to make the discoveries available or valuable.

MANUFACTURES.

This branch, like every other in this quarter, is in its infancy, and not likely to improve while the country remains in the hands of the natives, who are now vitiated to continued revolutions. The articles manufactured are tallow, candles, very common soap, coarse brown sugar, and rum, all for local consumption; and for exportation, grass hammocks, Rio Negro grass cables, and Dr. Siegrot's bitters.

CURRENCY.

Venezuela has no metallic currency of its own; consequently the moneys of all nations are in circulation, but principally that of the United States, England, and France. On American money there is a profit on its importation of 7½ per cent., on English 8 per cent., and on French 10 per cent., which, if again exported, will bear a proportionate loss, with the addition of 2 per cent. duty. Exchange is 1.34 to the dollar.

WEIGHTS AND MEASURES.

The weights are English, and so is the liquid measure by the imperial gallon, but the cloth and land measure is by the Spanish vara of 33 English inches. The league is 6,666 varas.

MARACAIBO.

R. A. EDES, *Consul.*

Tabular statement showing the quantity and value of exports from the port of Maracaibo for the year ended December 31, 1862.

Description.	Quantity.	Value.
Coffee ..... lbs..	13,010,215	$1,751,532 25
Cocoa ..... lbs..	239,081	59,570 25
Hides ..... lbs..	60,250	131,917 50
Goatskins ..... lbs..	36,898	17,279 60
Deerskins ..... lbs..	1,139	1,259 50
Rum ..... bbls..	2,100	29,150 00
Starch ..... lbs..	22,596	1,920 66
Horns ..... No...	22,516	1,056 16
Wool ..... lbs..	2,975	1,249 50
Corn	103,600	4,204 00
Tobacco	64,930	25,672 40
Cocoanut oil	16,107	1,972 84
Divi-divi	905,817	9,058 17
Ship timber ..... pieces..	14,421	4,125 00
Brazil wood ..... lbs..	141,811	4,090 55
Lignumvitæ ..... tons..	21	400 00
Fustic ..... tons..	7,506	74,050 60
Palm-leafs ..... ps..	35,498	1,550 00
Palm hats	128,986	88,490 00
Bitters ..... bbls..	240	8,675 00
Balsam copaiba ..... lbs..	67,819	20,345 70
Sarsaparilla ..... lbs..	25,600	1,250 00
Vanilla ..... lbs..	2,850	470 00
Old coffee ..... lbs..	3,553	532 95
Zon ..... lbs..	1,288	409 00
Horn tips ..... lbs..	6,800	825 00
Feathers ..... lbs..	700	250 00
Sole-leather ..... ps..	3,700	10,550 00
Banana fruit	279,000	1,524 00
Total	.....	2,253,380 63

Estimated value of imports, $1,160,211 47.

Duties.

Amount of duties received from imports	$387,481 82
Amount of duties received from exports	174,426 01
Total amount of duties	561,907 83

Statement showing the number of vessels of all nations cleared at the port of Maracaibo from January 1 *to December* 31, 1862.

For—	Venezuelan.	Holland.	French.	United States.	English.	Hamburg.	Danish.	Prussian.	Italian.	Spanish.	Total.
Altona						1					1
Bordeaux			1								1
Curaçoa	9	13									22
Coro	6										6
Goajira	2										2
Hamburg						7	3	1			11
Jamaica		1									1
Laguayra	17	1								1	19
Liverpool		1			4		1				6
Leghorn									1		1
Marseilles			17								17
Margarita	2										2
New York				15	3						18
Porto Cabello	10										10
Queenstown							2				2
St. Thomas	2				2						4
Los Taques	2										2
Porto Plata							1				1
Number of vessels	50	16	18	15	9	8	7	1	1	1	126
Tonnage	3,587	729	4,127	3,798	1,288	1,234	996	155	221	93	16,228

The port of Maracaibo was blockaded from October 10, 1862, to May 5, 1863.

Statement showing the number of vessels of all nations entered at the port of Maracaibo from January 1 *to December* 31, 1862.

From—	Venezuelan.	Holland.	French.	United States.	English.	Hamburg.	Danish.	Prussian.	Spanish.	Total.
Adicora	2									2
Arribada	1				1					2
Bordeaux			3							3
Coro	7									7
Curaçoa	8	15			1					24
Granada						1				1
Goajira	2			1						3
Havre			1							1
Hamburg						2				2
Laguarya	17		1	1	2	1			1	23
Liverpool					1	4	5			10
Marseilles			11							11
New York					1					1
St. Thomas				11						11
Porto Cabello	6	1						1		8
St. Thomas	3		1		2		2			8
Los Taques	1									1
Number of vessels	47	16	17	13	8	8	7	1	1	118
Tons	3,384	729	3,907	3,174	1,172	1,234	996	155	....	14,844

PUERTO CABELLO—ROBERT L. HILL, *Acting Vice-Consul.*

Comparative tabular statement showiug the description and quantities of th exports from Puerto Cabello during the year ended June 30, 1863, togethe with the names of the countries where shipped.

Countries where shipped.	Description.			
	Coffee.	Cocoa.	Cotton.	Hides.
	Quantities.	*Fanegas.*	*Quantity.*	*Pieces.*
United States	13,832	156	2,600	49,866
Germany	75,000	628	450	.....
France	16,000	3,116	125	100
Spain	2,340	6,392	228	4,346
Italy	2,000	.....	.....	.....
Sundry places	481	.....	.....	.....
Hamburg	.....	.....	.....	3,886
Totals	109,653	10,292	3,403	58,198

BRAZIL.

RIO DE JANEIRO—GEORGE H. BURRITT, *Consul.*

JANUARY 23, 1863.

In accordance with instructions from your department, I have the honor to submit herewith the annual report of this consulate, together with the enclosed carefully-prepared and accurate tables of statistics, showing the condition of trade and commerce between the United States and this empire for the year ended December 31, 1862, contrasted with former reports from this office, especially with those ending December, 1860 and 1861.

The exhibit is anything but favorable, and points unerringly to the unhappy state of affairs now distracting our once prosperous country.

Having but recently forwarded my quarterly report, ending the same date as this, the condition of trade for the past year has been such as to require of me ɔut a very brief notice.

There arrived here in 1862 145 American vessels, the average number for he previous year being about 270, showing a falling off of nearly one-half uring the past year, while at least one-half of those left this port in ballast, ıippers not being willing to freight American vessels. This is the more worthy ' notice from the fact that heretofore American vessels have been sought for, preference to other flags, for their fast-sailing qualities.

The non-employment of American vessels can be readily accounted for: first, the action of British capitalists and underwriters refusing to insure in Ameri- bottoms; but principally in the destruction of so many of our vessels by privateers of the so-called southern confederacy.

* * The exportation of coffee from this port for the past year shows a rence of 638,726 bags less, as compared with the exportation of the same le in 1860, viz:

.—Europe	1,072,617
Elsewhere	56,888
United States	991,801
Total	2,121,306

1861.—Europe	1,271,190
Elsewhere	36,790
United States	756,355
	2,064,335
1862.—Europe	1,042,759
Elsewhere	50,165
United States	394,656
	1,487,580

The exportation of coffee to the United States being 597,145 bags less than in 1860, and less the past year (1862) than the previous year by 361,699 bags. Thus it will be seen the exports of coffee to the United States the past year have fallen off nearly one-half from the large decrease of the unusually small amount of the previous year. This can be traced directly to two great causes: first, all the ports of the insurgent States are closed by the blockade, and shut out from the market entirely; and second, the recent heavy war tax on coffee, thereby increasing the cost of it to such an extent as to decrease the consumption of the same. This state of things is felt not alone in our country, but has most seriously affected the prosperity of this empire, and especially it is noticeable in this city, the great centre of commerce and exchange of Brazil; and this leads me to remark how closely, commercially and geographically, are we allied to this country, and it should be an incentive to a closer bond of trade than exists at present.

The coffee crop for 1861–'62 was greatly inferior to that of 1859–'60. It is anticipated that the present crop will exceed the last one, yielding about 1,800,000 bags for shipment up to 30th June next.

The importation of flour from the United States (table No. 1) is about the same the past year as the year previous, amounting to 261,865 barrels; but part of this was shipped coastwise and re-exported. The consumption for 1862 in this city was 236,670 barrels; leaving a stock in all hands on the 31st December of about 65,000 barrels.

Table No. 5 shows the amount of exports from this city for the financial years of 1860–'61, 1861–'62. In 1860–'61 the United States were the first on the list, having about seventeen and a half millions of dollars; while in 1861–'62 the amount decreased to six and a half millions; Great Britain, seven millions; and France, five millions. The total difference in the exports from Rio Janeiro alone for 1861–'62 is less than 1860–'61 by nearly eleven millions of dollars.

Considerable attention has been paid to the cultivation of cotton during the past year, both by the government and the planters, principally in the provinces of Maranham, Pernambuco, and St. Paul, and will in a short time constitute one of the principal articles of exportation. The quality is said to be very fine.

In the last assembly of the general legislature the imperial government were authorized by the law of September 9 to alter the existing regulations concerning the coastwise trade, thereby allowing the trade between the several ports of the empire to be carried on by foreign vessels, and also to change the law respecting the nationality of the masters and crews of vessels navigating under the Brazilian flag.

The government is now preparing the new regulations on those subjects, and it is expected that they will in a few months be put in force. This measure will open a new field of trade to our vessels, which can in all respects compete

with those of any other nation. I shall apprise the department of any measure taken by the imperial government of Brazil in regard to this matter.

The new bank called the London and Brazilian Bank, with a capital of ten millions sterling, has been established the past year in this city by authority of the imperial government. It has just commenced operations, and has met with favor from the merchants here. On the 23d October last the Bank of Brazil commenced redeeming its currency in gold.

It is in contemplation by the commercial body of this city to establish a Brazilian Lloyds, similar to those in the United States and Europe, which will be of great advantage in classifying all vessels engaged in the merchant service.

Statement showing the import and consumption of flour at Rio Janeiro during the year 1862.

Months.	Receipts from the United States.	From elsewhere.	Total.	Shipped coastwise and re-exported.
	Barrels.	*Barrels.*	*Barrels.*	*Barrels.*
January	7,189	3,121	10,310	5,644
February	34,272	5,012	39,284	10,892
March	27,949	3,340	31,289	13,153
April	6,384	3,549	9,933	18,633
May	11,809	7,376	19,185	9,939
June	29,591	4,196	33,787	9,924
July	24,180	10,585	34,765	9,500
August	17,311	.....	17,311	5,767
September	4,364	11,031	15,395	5,143
October	42,482	11,729	54,211	9,271
November	14,526	6,188	20,714	6,000
December	41,808	3,528	45,336	6,014
Total barrels	261,865	69,655	331,520	109,880
Stock in first hands January 1, 1862			80,000	411,520
Shipped coastwise and re-exported in 1862			109,880	
Stock in all hands December 31, 1862			65,000	
				174,880
Consumption during 1862			.....	236,640

No2—Comparative statement showing the import and consumption of flour, together with the quantity re-exported and number of arrivals, during each year from 1853 *to* 1862, *inclusive; also stock, prices of first quality of flour and exchange on England, January* 1 *of each year.*

Year.	Imports of flour from the United States.	From elsewhere.	Total imports of flour.	Consumption of flour.	Stock of flour on 1st of January.	Prices of first quality of flour, January 1.	Flour re-exported.	Exchange on England, January 1.	Number of American vessels arrived.
	Barrels.	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*	*Dollars.*	*Barrels.*	*Per cent.*	
1853	272,001	25,439	297,460	161,593	40,000	$20 00 *a* $21 00	150,850	28 *a* 28¼	267
1854	176,723	34,703	211,426	166,821	25,000	23 00	56,605	28 *a* 28¼	219
1855	227,306	72,562	300,868	163,599	13,000	25 00 *a* 25 50	70,269	28 *a* 28¼	332
1856	301,729	15,675	317,404	185,687	80,000	22 00 *a* 25 00	151,716	27⅞ *a* 28	295
1857	355,858	15,846	371,704	223,621	60,000	25 00	128,083	27¾	275
1858	372,976	29,179	402,155	237,631	80,000	18 00 *a* 20 00	144,524	25	297
1859	336,133	32,459	368,592	258,258	100,000	15 00 *a* 16 00	135,334	26¾ *a* 27	306
1860	268,748	34,610	303,358	249,358	75,000	16 00 *a* 17 00	89,000	25¼ *a* 25½	249
1861	302,061	82,934	384,995	247,121	40,000	23 00	97,874	25¾ *a* 25⅞	287
1862	261,865	69,685	331,550	236,670	80,000	15 50 *a* 16 00	109,880	27¼ *a* 27½	145

No. 3.—Statement showing the exports of produce from Rio Janeiro for 1862.

	Coffee.	Rosewood.	Hides.
UNITED STATES.	*Bags.*	*Logs.*	*Number.*
Baltimore	58,455	.....	.....
Boston	4,920	246	.....
Hampton Roads, for orders	15,294	.....	.....
Havana, for orders	22,935	.....	.....
Delaware and breakwater, for orders	9,398	.....	.....
New York	176,152	1,659	801
Philadelphia	9,711	.....	.....
St. Thomas, for orders	71,086	.....	.....
Sandy Hook, for orders	17,752	.....	.....
San Francisco	8,953	.....	.....
Total	394,656	1,905	801
ELSEWHERE.			
Cape of Good Hope	33,200	.....	.....
River Plate	9,755	180	1,289
Valparaiso	260	.....	.....
Matamoras, (Mexico)	6,950	.....	.....
Total	50,165	180	1,289
EUROPE.			
Antwerp	39,211	216	.....
Bremen	8,482	.....	.....
Bordeaux	41,135	240	1,600
Channel	386,885	144	9,600
Hamburg	21,287	2,556	5,100
Lisbon	22,285	.....	5,207
Liverpool	10,150	1,465	.....
London	10,100	4,702	200
Mediterranean	220,166	1,017	11,865
North of Europe	107,677	10	1,200
North of France	168,931	6,821	21,469
Portugal	6,450	2,008	6,675
Total	1,042,759	19,179	73,916
Total Europe	1,042,759	19,179	73,916
Total United States	394,656	1,905	801
Total elsewhere	50,165	180	1,289
Grand total	1,487,580	21,264	76,006

No. 4.—*Comparative statement showing the monthly exports of coffee, sugar and hides from Rio Janeiro for the years* 1860, 1861, *and* 1862.

Months.	Coffee.								
	1860.			1861.			1862.		
	United States.	Europe.	Elsewhere.	United States.	Europe.	Elsewhere.	United States.	Europe.	Elsewhere.
January	39, 158	69, 536	6, 420	50, 030	109, 563	.....	23, 255	95, 663	5, 236
February	37, 471	89, 042	3, 276	75, 333	97, 399	237	60, 853	93, 922	7, 970
March	55, 735	62, 582	7, 193	54, 309	87, 634	2, 325	43, 490	44, 249	3, 262
April	44, 597	51, 100	4, 220	112, 080	71, 657	573	37, 685	60, 148	3, 260
May	40, 386	39, 572	4, 119	126, 421	121, 639	6, 127	31, 888	57, 368	6, 726
June	43, 514	57, 533	1, 150	55, 823	118, 846	3, 191	23, 164	56, 280	6, 835
July	67, 097	52, 386	7, 464	62, 546	145, 706	6, 126	24, 267	68, 547	916
August	124, 105	67, 745	1, 969	14, 516	73, 421	6, 088	34, 957	145, 620	1, 180
September	113, 126	128, 617	7, 400	76, 431	158, 744	2, 127	9, 024	85, 328	8, 595
October	119, 530	199, 812	3, 591	29, 200	140, 495	7, 293	27, 738	118, 935	2, 533
November	150, 502	94, 093	2, 601	78, 553	101, 685	2, 453	21, 933	140, 368	5, 130
December	156, 680	160, 599	7, 485	21, 113	45, 111	250	56, 402	76, 331	3, 522
Total	991, 801	1, 072, 617	56, 888	756, 355	1, 271, 200	36, 790	394, 656	1, 042, 759	50, 165

Comparative statement showing the monthly exports of coffee, &c.—Continued.

Months.	Sugar.			Hides.		
	1860.	1861.	1862.	1860.	1861.	1862.
	Packages.	*Packages.*	*Packages.*	*Pieces.*	*Pieces.*	*Pieces.*
January	876	265	9, 308	4, 332	7, 070	12, 461
February	2, 345	42	19, 038	5, 645	1, 000	13, 449
March	293	95	11, 527	7, 009	10, 100	1, 296
April	1, 575	382	9, 676	3, 445	6, 645	650
May	1, 328	754	7, 404	8, 243	15, 866	800
June	86	7, 690	3, 762	6, 460	6, 421	11, 575
July	1, 725	9, 182	1, 571	1, 000	8, 353	12, 563
August	2, 263	11, 040	10, 058	3, 792	4, 996	6, 902
September	4, 191	23, 968	9, 133	6, 546	7, 347	991
October	849	16, 037	7, 786	5, 168	3, 487	6, 380
November	3, 059	20, 088	5, 964	1, 507	1, 821	8, 084
December	398	10, 678	4, 055	1, 100	4, 808	454
Total	18, 988	100, 221	99, 282	54, 947	77, 914	75, 605

No. 5.—*Comparative statement showing the exportations from Rio de Janeiro for the financial years* 1860–'61 *and* 1861–'62.

Articles.	From July 1, 1861, to June 30, 1862.	From July 1, 1860, to June 30, 1861.	Destination.	From July 1, 1861, to June 30, 1862.	From July 1, 1860, to June 30, 1861.
	Values.	*Values.*		*Values.*	*Values.*
Coffee	$24, 062, 280	$35, 954, 157	Great Britain and dependencies	$7, 185, 980	$6, 565, 627
Diamonds	1, 439, 100	1, 253, 160	United States	5, 519, 004	17, 276, 466
Gold bars	1, 058, 013	808, 839	France	5, 127, 866	5, 318, 971
Gold dust	7, 662	5, 657	Channel	2, 535, 133	4, 212, 453
Sugar	888, 606	243, 252	Denmark and colonies	1, 693, 819	363, 149
Rosewood	240, 050	326, 799	Sweden and Norway	1, 039, 817	1, 388, 043
Tobacco	236, 750	418, 724	Spain and colonies	857, 788	73, 855
Hides	269, 511	221, 731	Hanseatic cities	835, 096	924, 931
Brandy	85, 423	32, 466	Portugal	715, 612	501, 255
Horsehair	23, 475	21, 410	River Plate	645, 003	735, 065
Woods	12, 876	18, 433	Belgium	631, 655	874, 067
Rice	2, 206	1, 259	Russia	373, 584	320, 110
Sundries	595, 050	435, 499	West Indies	190, 400	.....
			Austria	177, 080	270, 518
			Mediterranean ports	130, 591	230, 139
			Turkey	104, 043	400, 139
			Sardinian States	97, 555	141, 004
			Chili	32, 615	37, 321
			Prussia	30, 360	.....
			Baltic ports	.....	56, 843
			Consumption of Rio Janeiro	.....	31, 430
Total	28, 923, 002	39, 741, 386	Total	28, 923, 001	39, 741, 386

PERNAMBUCO—THOMAS ADAMSON, JR., *Consul.*

NOVEMBER 21, 1863.

In compliance with the instructions contained in sections 153, 154, consular regulations, I have the honor to submit the enclosed commercial statistics of the trade of the port of Pernambuco for the year ended June 30, 1863, viz :

1. Tabular statement showing the exportation from the port of Pernambuco during the year ended June 30, 1863, and comparison of the same with the three preceding years.

2. Statement of value of exportations from port of Pernambuco to foreign countries and to provinces of the empire of Brazil.

3. Statement of importation of principal articles at the port of Pernambuco during the year ended June 30, 1863, with average prices for same period.

4. Comparative statement of importation of principal articles during the years 1858, 1859, 1860, 1861, 1862, and the respective quantities received from each country in 1862.

5. Statement of goods imported from the United States in American vessels, and entered for consumption, during the year ended June 30, 1863.

6. Statement of goods imported from the United States in *other* than American vessels, and entered for consumption, during the year ended June 30, 1863.

7. Statement of the value of direct importations of foreign merchandise and the value received from each country during same period.

8. Revenue from imports and exports at Pernambuco in 1862, compared quarterly with that of the five previous years.

9. Average rates of exchange on London at Pernambuco during the last sixteen years.

10. Statement of foreign shipping entered at the port of Pernambuco during

the year ended June 30, 1863, and comparison of total tonnage with preceding year.

I beg also to hand you a copy of the annual report of John Borstelmann, esq., United States consular agent at Macayo, together with copies of the enclosures received therewith, viz: "Summary of exports from port of Macayo during year ended June 30, 1863," and "Note of exports from port of Macayo from July 1, 1862, to June 30, 1863."

These tables have been prepared with the greatest care, and in the main are perfectly reliable. * * * *

A great impetus has been given to the development of the resources of this province by the rebellion now so unhappily distracting our country. If "cotton is king," his throne promises fairly to be removed to Brazil. The stimulus given to the culture of that staple, if not soon withdrawn, will give to this empire the monopoly which we formerly possessed. Three years since cotton was sold in this market at Rs. 7||000 per arroba; to-day sales are made at Rs. 27||000 per arroba. Within the past year improved gins have been imported from the United States and distributed throughout the province. Greater attention is also paid to the seed, and the quality of Pernambuco cotton is steadily improving. From accounts received of the extent of ground planted, it is expected that the coming crop of this province will reach 400,000 arrobas, and the crop of the adjacent provinces of Aldgous, Parahiba, and Rio Grande del Norte, which is chiefly sold here, will probably amount to 600,000 arrobas this year. There appears to be but two things to limit the production of cotton in Brazil, viz., the want of cheap transportation and a supply of labor.

The only railway in this province is the Recife and San Francisco railroad, which was originally intended to connect this city with the river San Francisco at a point above the falls of Paulo Affonso. So little is known of the geography of this country that it is impossible to fix the distance of the falls from this city. From the length of time employed in making the journey, I estimate it at no less than 350 miles. The railway terminates at present at Agoa Preta, on the river Una, about 78 miles from this city, and it is not probable that this work will be pushed forward for some time, as the imperial government declines to guarantee the interest demanded in the capital required for its extension.

I believe the most intelligent men in this province are satisfied that the solution of the "labor question" lies in the abolition of slavery. The laws of this empire afford great facilities to slaves who are desirous to purchase their freedom, and the proportion of slaves to free men is thus constantly decreasing. By the elevation of the working class, and the increased dignity thus given to labor, the repugnance for it is diminished, and it is no longer denied that progress is more rapid in those districts where the smallest proportion of slaves is found.

In my last annual report I noticed the difficulty experienced by our vessels in obtaining homeward freights. This difficulty has been much increased during the present year by the ravages of piratical vessels, pretending to be vessels-of-war of the so-called Confederate States of America. * * *

Four American vessels, regularly trading with this port, have changed their flags. Of two others, not regular traders, one was sold here to avoid the risk of capture, and the other has gone to Bahia to be sold for the same reason. But twenty-three entries of American vessels have been made at this port during the nine months ended September 30, 1863, against thirty-four during the same period of last year, and forty-five in the corresponding time of 1861. In short, nearly the whole carrying trade between the United States and this empire is now in the hands of the nation from whose ports have issued vessels that have so effectually crippled our commerce with Brazil.

From the tables enclosed you will perceive that the balance of trade with Brazil is against us. We have sold her less of our products than during the preceding year, and have bought more of her sugar, cotton, &c. * *

The fact that our export trade to Brazil does not increase as rapidly as that of England or France is owing principally to the want of steam communication. Both England and France have literally subsidized lines of steamers to Brazil. The natural consequence is, that when Brazilians travel abroad they go either to France or England. They thus acquire the habits and tastes of the people of those countries, and buy many articles which could be better and more cheaply furnished by the United States. They make the acquaintance of English capitalists, who build their railways, bridges, gas-works, &c., &c., and who then fill every valuable position connected therewith.

* * * * * * * * * *

The amount that it would cost our government to subsidize a line of steamers plying between the United States and Brazil, would be returned indirectly sevenfold in the increased consumption of our manufactures and natural products. * * * *

Tabular statement showing the exportations from the port of Pernambuco during the year ended June 30, 1862, compared with the three preceding years.

Articles.	Unit of quantity.	1862–'63.				1861–'62.			
		Quantity.	Value, Brazilian currency.	Medium price.	Duties.	Quantity.	Value, Brazilian currency.	Medium price.	Duties.
To foreign countries.			*Milreis.*	*Milreis.*	*Milreis.*		*Milreis.*	*Milreis.*	*Milreis.*
Rum	Canadas	148, 522	154, 957‖020	‖282	10, 846‖903	494, 633	174, 618‖120	‖353	12, 223‖430
Cotton	Arrobas	256, 649	4, 327, 974‖383	16‖863	302, 962‖426	116, 517	1, 207, 864‖057	10‖366	84, 545‖075
Sugar, white	do	2, 996, 036	2, 956 029‖477	2‖977	206, 922‖964	1, 278, 518	3, 917, 276‖492	3‖061	274, 210‖340
Sugar, muscovado	do	2, 391, 858	4, 297, 565‖926	1‖796	300, 830‖003	3, 103, 242	6, 331, 186‖261	2‖041	443, 183‖843
Hides, salted	Pounds	3, 293, 416	471, 114‖899	‖143	32, 977‖979	3, 523, 901	570, 911‖130	‖162	39, 964‖488
Hides, dry	do	208, 178	29, 437‖150	‖141	2, 060‖598	40, 128	7, 784‖040	‖193	544‖881
Diamonds	Grains	.....	.....	.....	.....	.....	.....	.....	.....
Molasses	Canadas	153, 450	30, 630‖000	‖199	2, 144‖128	150, 998	30, 963‖040	‖205	2, 167‖485
Gold, in bars	Outavas	402	1, 447‖200	3‖600	14‖472	.....	.....	.....	.....
Silver, in bars	Ounces	4, 720	7, 500‖400	1‖588	150‖008	.....	1, 198‖080	1‖920	23‖961
Leather, sole	Sides	7, 030	19, 733‖600	2‖807	1, 381‖352	.....	11, 427‖600	2‖569	799‖932
Other articles	.....	.....	175, 394‖711	.....	3, 660‖064	.....	86, 630‖183	.....	6, 622‖667
Total	.....	.....	12, 471, 784‖766	.....	863, 950‖897	.....	12, 339, 859‖003	.....	864, 286‖102
To ports of the empire.									
Rum	Canadas	91, 269	30, 453‖576	‖334	.....	243, 607	134, 600‖800	‖391	.....
Cotton	Arrobas	498	10, 456‖612	20‖997	.....	12, 293	129, 824‖686	10‖560	.....
Sugar, white	do	386, 874	1, 144, 525‖459	2‖958	.....	508, 829	1, 711, 306‖936	3‖118	.....
Sugar, muscovado	do	21, 947	38, 207‖680	1‖745	.....	23, 424	47, 898‖944	2‖044	.....
Hides, salted	Pounds	.....	.....	.....	.....	7, 255	1, 429‖500	‖197	.....
Hides, dry	do	31	7‖360	‖237	.....	3, 979	874‖380	‖219	.....
Molasses	Canadas	5, 147	1, 027‖000	‖199	.....	3, 090	623‖520	‖201	.....
Leather, sole	Sides	24, 850	72, 719‖450	2‖926	.....	49, 454	125, 118‖400	2‖529	.....
Other countries	.....	.....	519, 686‖404	.....	.....	.....	730, 940‖751	.....	.....
Total	.....	.....	1, 817, 083‖541	.....	.....	.....	2, 382, 617‖917	.....	.....

Articles.	Unit of quantity.	1860–'61.				1859–'60.			
		Quantity.	Value, Brazilian currency.	Medium price.	Duties.	Quantity.	Value, Brazilian currency.	Medium price.	Duties.
To foreign countries.			*Milreis.*	*Milreis.*	*Milreis.*		*Milreis.*	*Milreis.*	*Milreis.*
Rum	Canadas	458, 513	204, 295‖060	‖445	12, 428‖999	732, 477	291, 766‖800	‖402	14, 738‖340
Cotton	Arrobas	79, 586	624, 825‖626	7‖850	35, 745‖771	130, 765	1, 078, 492‖360	8‖247	53, 924‖618
Sugar, white	do	583, 469	2, 133, 627‖458	3‖656	138, 269‖253	683, 636	2, 947, 954‖880	4‖312	147, 397‖744
Sugar, muscovado	do	1, 611, 715	3, 720, 874‖331	2‖308	231, 717‖354	2, 220, 346	5, 705, 509‖800	2‖566	285, 275‖490
Hides, salted	Pounds	2, 794, 287	582, 840‖932	‖208	35, 251‖345	3, 508, 255	850, 845‖020	‖242	42, 542‖251
Hides, dry	do	106, 410	32, 213‖540	‖302	1, 867‖805	48, 645	19, 186‖240	‖394	959‖312
Diamonds	Grains	56	280‖000	5‖000	1‖400	.....	.....	.....	.....
Molasses	Canadas	180, 571	43, 993‖910	‖243	2, 792‖743	262, 325	65, 312‖600	‖247	3, 265‖630
Gold, in bars	Outavas	85	297‖500	3‖500	2‖975	.....	.....	.....	.....
Silver, in bars	Ounces	8, 821	11, 561‖020	1‖310	231‖219	3, 499	6, 975‖000	1‖993	139‖500
Leather, sole	Sides	6, 570	18, 133‖800	1‖763	1, 039‖974	7, 175	24, 348‖760	3‖393	1, 217‖438
Other articles	.....	.....	71, 590‖904	.....	5, 027‖766	.....	112, 426‖680	.....	5, 903‖984
Total	.....	.....	7, 444, 534‖081	.....	464, 376‖804	.....	12, 105, 818‖140	.....	555, 364‖307
To ports of the empire.									
Rum	Canadas	314, 354	140, 887‖228	‖448	.....	319, 329	133, 221‖020	‖417	.....
Cotton	Arrobas	12, 145	98, 030‖280	8‖017	.....	14, 058	118, 022‖889	8‖395	.....
Sugar, white	do	769, 586	2, 886, 131‖160	3‖750	.....	746, 517	3, 299, 005‖580	4‖419	.....
Sugar, muscovado	do	296, 669	935, 268‖950	3‖152	.....	217, 422	575, 144‖149	2‖645	.....
Hides, salted	Pounds	1, 200	270‖000	‖225	.....	.....	.....	.....	.....
Hides, dry	do	2, 460	885‖600	‖360	.....	.....	.....	.....	.....
Molasses	Canadas	3, 387	618‖540	‖259	.....	15, 214	3, 918‖800	‖257	.....
Leather, sole	Sides	43, 598	122, 377‖000	2‖806	.....	64, 758	231, 360‖380	3‖572	.....
Other countries	.....	.....	590, 584‖334	.....	.....	.....	1, 122, 979‖139	.....	.....
Total	.....	.....	4, 775, 053‖092	.....	.....	.....	5, 483, 648‖957	.....	.....

Statement of the value of exports from the port of Pernambuco to foreign countries, and to the provinces of the empire of Brazil, during the year ended June 30, 1863.

Foreign countries.	Value.	Provinces of the empire.	Value.
	Milreis.		*Milreis.*
Sweden and Norway	72,228‖568	Para	138,528‖333
Holland	207‖000	Maranham	6,137‖160
Great Britain	5,268,640‖303	Ceara	31,788‖927
France	986,614‖765	Rio Grande del Norte	41,309‖120
Spain	1,037,118‖172	Parahiba	89,950‖184
Portugal	1,863,745‖866	Alagoas	301,878‖308
United States	1,277,399‖591	Bahia	52,634‖226
Argentine Confederation	1,493,955‖026	Rio de Janeiro	657,676‖122
Uruguay	15,117‖205	St. Catharine	60‖000
Chili	451,067‖000	San Pedro del Sul	497,121‖161
For consumption on foreign vessels	5,691‖270		
Total	12,471,784‖766	Total	1,817,063‖541

Comparative statement showing the description and quantity of the articles imported into Pernambuco from all countries during the years 1858,-'59,-'60,-'61,-'62.

Articles.	Year 1858.	Year 1859.	Year 1860.	Year 1861.	Year 1862.	U. States.	Gre't Britain and dependencies.	Austria.	Belgium.	France.	Hanse To'ns.	Holland.	Italy.	Portugal.	River Plate.	Spain.	Brazil. ports.
Ale and porter.....barrels, &c..	9,823	21,628	11,548	9,603	8,089	305	7,302	.....	.....	.....	50	.....	.....	.....	.....	.....	432
Beef, jerked.....arrobas..	354,422	501,139	698,565	665,315	868,084	.....	.....	.....	.....	.....	.....	.....	.....	.....	170,785	.....	697,326
Bran.....bags..	8,574	16,635	29,944	11,430	17,561	1,417	.....	.....	.....	2,305	1,275	.....	1,657	10,247	.....	.....	660
Butter.....firkins..	22,886	30,108	18,061	20,827	22,576	40	6,361	.....	.....	15,705	.....	.....	.....	.....	.....	.....	470
Candles, stearine.....boxes..	4,674	11,063	5,458	6,367	5,211	150	201	.....	841	1,049	2,530	400	.....	.....	.....	.....	40
Cheese, Dutch.....cases..	3,810	5,330	3,400	2,479	3,371	.....	1,176	.....	.....	1,945	70	200	.....	.....	.....	.....	.....
Cheese.....boxes..	769	600	170	735	1,070	.....	200	.....	.....	370	.....	500	.....	.....	.....	.....	.....
Coals.....tons..	10,378	11,206	15,562	12,760	16,752	.....	16,575	.....	.....	67	110	.....	.....	.....	.....	.....	.....
Codfish.....drums..	248,944	242,276	162,117	142,122	122,362	.....	122,362	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crackers.....kegs..	8,269	11,102	6,440	4,790	4,076	4,076	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Demijohns.....	7,258	14,678	9,508	9,653	7,362	.....	.....	.....	.....	.....	7,362	.....	.....	.....	.....	.....	.....
Earthenware.....crates..	3,996	3,014	1,859	1,958	3,076	.....	3,076	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour.....barrels..	123,322	128,515	95,257	121,839	99,795	79,937	898	14,759	.....	700	231	.....	.....	300	.....	230	870
Gin, in jugs.....barrels..	3,331	3,237	900	2,434	1,963	.....	.....	.....	.....	.....	1,613	350	.....	.....	.....	.....	.....
Gin, in cases.....cases..	5,425	4,136	2,932	7,678	7,066	.....	76	.....	.....	.....	5,199	900	.....	.....	.....	.....	900
Gunpowder.....kegs..	8,459	12,201	6,806	7,631	6,120	.....	6,120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron.....bars..	10,516	23,554	8,386	3,684	2,530	.....	1,180	.....	.....	.....	1,256	.....	.....	.....	.....	.....	100
Iron.....tons..	545	735	684	301	208	.....	208	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard.....kegs..	3,666	4,237	4,109	3,101	3,845	3,602	184	.....	.....	5	.....	.....	.....	2	.....	.....	.....
Lead shot.....kegs..	934	2,531	1,085	1,746	1,915	.....	1,040	.....	.....	50	100	.....	.....	525	.....	200	.....
Manufactured cottons.....packages..	26,373	27,457	19,829	21,762	23,608	360	18,045	.....	16	3,051	608	.....	.....	.....	.....	.....	1,528
Manufactured linens.....packages..	1,209	692	836	610	809	.....	732	.....	1	11	14	.....	.....	36	.....	.....	15
Manufactured woollens.....packages..	745	709	412	248	444	.....	292	.....	2	117	27	.....	.....	.....	.....	.....	6
Manufactured silks.....packages..	351	402	362	268	287	.....	89	.....	.....	178	5	.....	1	8	.....	.....	6
Manufactured sundries.....packages..	1,534	2,078	1,473	2,444	2,599	6	1,488	.....	10	811	163	.....	9	57	.....	.....	65
Linseed oil.....barrels..	229	503	785	274	302	.....	300	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
Olive oil.....barrels..	2,594	2,747	2,173	2,208	1,950	.....	.....	.....	.....	20	.....	.....	40	1,855	.....	35	.....
Olive oil.....cases..	796	904	131	441	314	.....	.....	.....	.....	150	.....	.....	.....	164	.....	.....	.....
Paper.....packages..	5,034	1,973	1,791	4,168	4,160	530	14	66	767	1,084	724	200	283	.....	.....	.....	182
Pepper.....bags..	1,050	422	415	774	949	25	447	.....	.....	16	186	.....	.....	30	.....	.....	245
Raisins.....boxes..	7,009	5,262	3,421	6,088	3,951	.....	9	.....	.....	.....	.....	.....	330	2,253	.....	409	950
Rice.....bags..	19,491	12,829	9,620	5,347	11,993	.....	2,742	.....	.....	100	100	200	.....	.....	.....	.....	8,851
Rosin.....barrels..	1,001	4,487	3,130	1,478	1,315	350	839	.....	.....	18	4	100	.....	4	.....	.....	.....
Salt.....alqueires..	20,785	14,762	14,445	26,293	61,131	.....	.....	.....	.....	10,085	.....	.....	.....	12,917	.....	7,275	33,854
Saltpetre.....barrels..	889	640	115	775	928	.....	724	.....	.....	.....	4	200	.....	.....	.....	.....	.....
Soap.....boxes..	11,862	15,842	10,131	3,920	2,577	63	495	.....	.....	109	.....	.....	.....	.....	.....	.....	1,910
Steel.....boxes..	726	639	507	120	660	.....	230	250	.....	.....	30	.....	.....	.....	.....	.....	150
Tar.....barrels..	527	406	305	679	129	.....	69	.....	.....	.....	52	.....	.....	8	.....	.....	.....
Tea.....half chests..	1,709	2,761	1,653	2,220	2,803	447	2,164	.....	.....	.....	16	.....	.....	53	.....	.....	123
Tin plates.....boxes..	2,136	2,680	1,519	2,479	2,583	.....	2,583	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vinegar.....pipes..	482	1,195	732	436	917	3	.....	.....	.....	3	.....	.....	.....	866	.....	.....	45
Wine.....pipes..	4,948	4,493	4,856	4,270	4,766	.....	8	.....	.....	954	.....	.....	192	2,260	.....	1,171	181
Wine, Champagne.....baskets..	3,843	4,335	1,626	308	424	.....	.....	.....	.....	245	.....	.....	.....	.....	.....	.....	179

Statement of imports from the United States in American vessels, at the port of Pernambuco, during the year ended June 30, 1863.

Articles.		Quantity.	Value.
Flour	barrels	71,314	$572,852
Lard	kegs	1,550	5,960
Crackers	do	5,236	6,673
Kerosene oil	cases	1,068	10,260
Wrapping paper	reams	6,998	2,095
Blacking	barrels	32	1,034
Rosin	do	77	2,000
Soap	boxes	225	1,500
Pitch	barrels	25	600
Nails	kegs	125	741
Tea	chests	433	12,920
Sundries		.....	38,676
Total		.....	655,301

Statement of imports from the United States in foreign vessels, at the port of Pernambuco, during the year ended June 30, 1863.

Articles.		Quantity.	Value.
Flour	barrels	23,430	$193,000
Lard	kegs	1,185	4,562
Crackers	do	600	750
Kerosene oil	packages	249	2,475
Wrapping paper	reams	5,231	1,569
Blacking	barrels	20	640
Rosin	do	50	1,300
Soap	boxes	63	425
Butter	firkins	40	500
Candles	boxes	20	200
Lumber	feet	40,387	1,010
Tea	half chests	75	1,500
Specie		.....	20,000
Sundries			13,500
			241,431

Statement showing the foreign shipping entered at the port of Pernambuco during the year ended June 30, 1863, *and comparison of total tonnage of each nation with preceding year.*

Country to which they belong.	Number of ships.	Tonnage.	Barks.	Tonnage.	Brigs.	Tonnage.	Schooners.	Tonnage.	Polaccas.	Tonnage.	Smacks.	Tonnage.	Total tonnage for the year 1862-'63.	Total tonnage for the year 1861-'62.
													Tons.	*Tons.*
United States	3	1,480	19	5,366	14	3,101	6	1,456	....	....	....	.....	11,403	16,724
England	2	1,443	60	17,573	74	13,910	17	2,350	....	....	....	.....	35,276	34,388
Portugal	....	.....	16	4,573	34	7,237	....	.....	....	....	....	.....	11,810	10,192
Spain	1	474	3	918	15	3,060	3	376	4	645	14	1,750	7,223	3,231
France	5	1,879	17	4,587	4	707	....	.....	....	....	....	.....	7,173	10,217
Sweden	....	.....	1	271	6	1,419	....	.....	....	....	....	.....	1,690	1,544
Holland	....	.....	....	.....	4	824	5	792	....	....	....	.....	1,616	1,480
Hamburg	....	.....	....	.....	7	1,204	1	113	....	....	....	.....	1,317	2,005
Austria	....	.....	....	.....	3	939	1	156	....	....	....	.....	1,095	314
Denmark	....	.....	....	.....	5	892	1	108	....	....	....	.....	1,000	2,060
Italy	....	.....	....	.....	5	964	....	.....	....	....	....	.....	964	1,736
Uruguay	....	.....	....	.....	3	693	....	.....	....	....	....	.....	693	456
Hanover	....	.....	....	.....	2	328	2	346	....	....	....	.....	674	465
Norway	....	.....	1	355	1	199	....	.....	....	....	....	.....	554	514
Belgium	....	.....	1	349	....	.....	....	.....	....	....	....	.....	349	.....
Lubeck	....	.....	....	.....	1	301	....	.....	....	....	....	.....	301	.....
Chili	....	.....	....	.....	....	.....	....	.....	....	....	....	.....	.....	748
Bremen	....	.....	....	.....	....	.....	....	.....	....	....	....	.....	.....	448
Prussia	....	.....	....	.....	....	.....	....	.....	....	....	....	.....	.....	419
Russia	....	.....	....	.....	....	.....	....	.....	....	....	....	.....	.....	313
Total	11	5,276	118	33,992	178	35,778	36	5,697	4	645	14	1,750	83,138	87,224

NOTE.—The above does *not* include vessels arriving in the "outer roads," calling for orders and supplies' or foreign steamers landing passengers and mails.

Statement showing the value of direct importations of foreign merchandise at the port of Pernambuco, during the year ended June 30, 1863.

Oils	Reas	84,858‖947
Codfish	do	588,756‖346
Spirituous liquors	do	147,536‖080
Boots and shoes	do	170,944‖650
Meats	do	691,149‖339
Coals	do	240,414‖000
Hats	do	297,098‖596
Hides and skins	do	91,908‖015
Drugs and medicines	do	87,628‖835
Flour	do	1,636,729‖750
Hardware	do	345,961‖956
Iron and steel	do	27,918‖520
Glass and queensware	do	209,263‖822
Machinery	do	12,762‖000
Butter and lard	do	531,658‖332
Manufactures of cotton	do	5,427,457‖211
Manufactures of wool	do	484,427‖680
Manufactures of linen	do	220,299‖575
Manufactures of silk	do	203,827‖786
Manufactures of cotton and wool, mixed	do	336,341‖969
Gold and silver ware	do	201,629‖449

Paper and pasteboard	Reas..	106, 921||971
Powder	do...	111, 200||000
Clothing	do...	134, 679||756
Salt	do...	25, 341||800
Wines	do...	473, 008||820
Specie	do...	819, 939||100
Other articles	do...	2, 018, 285||982
Total in reas		15, 727, 949||387

Statement showing the value of the above, received from each country.

United States	Reas..	1, 793, 466||000
Great Britain	do...	8, 310, 377||321
France	do...	2, 888, 777||567
Portugal	do...	876, 005||931
Hanseatic cities	do...	586, 362||710
Uruguay	do...	382, 398||250
Spain	do...	229, 743||278
Argentine Confederation	do...	226, 280||266
Austria	do...	152, 657||066
Holland	do...	40, 033||984
Belgium	do...	105, 254||350
Italy	do...	37, 315||084
Out ports of the province	do...	99, 277||580
Total in reas		15, 727, 949||387

MACAYO—J. BORSTELMANN, *Consular Agent.*

JULY 1, 1863.

IMPORTS.

* * The only imports from foreign countries to this port during the year ended June 30, 1863, consisted of several cargoes of codfish from Newfoundland, and part of a cargo of sugar pans, iron, machinery, and coals from Liverpool, all coming via Pernambuco. All other import trade has been done coastwise from Pernambuco, Bahia, and Rio de Janeiro.

EXPORTS.

As will be seen by summary list of the same, herewith enclosed, the exports have been larger than in the years 1861–'62, and 1860–'61, particularly cotton. This increase is principally caused by supplies from Tenedo, (San Francisco river,) from whence the same, in former years, were sent to Bahia. The increase here in supplies from the interior of this province (Alagoas) has been very trifling, although much more cotton has been planted, which is accounted for by the fact, that from several parts of this province cotton has been directed to Pernambuco by railway instead of to this port, the roads to the stations being in better state, and, besides, for superior quality a much higher price being obtainable in Pernambuco than here. The average price of this article, during the preceding year, has been Rs. 15\|\|000 per arroba on shore, against Rs. 9\|\|000 in the year 1861–'62.

SUGAR.

The exports have been smaller than in the year 1861–'62, but larger than in 1860–'61. The coming crop is expected to be a very small one, the cane having lately suffered from too much rain. The average price of this article during the year has been Rs. 1||580 per arroba, against Rs. 1||780 per arroba in the year 1861–'62.

HIDES.

The export has been below several preceding years. In consequence of the low price ruling for this article, supplies from the distant interior ceased entirely, the cost of transportation and the outlays in preparing the same being too heavy. The average price of this article during the past year has been Rs. 4||000 per arroba on shore, against Rs. 5||400 per arroba in the year 1861–'62. * *

Summary of exports from the port of Macayo during the year ended June 30, 1863, *as compared with the years* 1861 *and* 1862.

	Cotton.			Sugar.			Hides.
	Bags.	Arrobas.	Tons.	Bags.	Arrobas.	Tons.	Number.
To the United Kingdom and Channel, for orders	48,348	259,919	3,713	127,776	692,731	9,888	5,887
To Barcelona	750	4,027	58	.....	.....	.....	.....
To Gibraltar	.....	.....	.....	4,400	23,890	341	.....
To river Plate	.....	.....	.....	1,020	5,610	80	.....
Total coastwise*	332	1,992	28	32,762	175,455	2,506	2,604
Total	49,430	265,938	3,799	165,958	897,686	12,815	8,491
Against year ended June 30, 1862	43,200	237,675	3,395	175,500	965,315	13,790	9,690
Against year ended June 30, 1861	26,456	145,568	2,080	108,227	595,290	8,504	8,887

* Pernambuco: Cotton, 332 bags; sugar, 1,010 bags, or 5,336 arrobas; hides, 2,604. Bahia: Sugar, 190 bags, or 957 arrobas. Rio de Janeiro: Sugar, 31,562 bags, or 169,162 arrobas.

Summary of exports from the port of Macayo from the 1*st of July,* 1862, *to the* 30*th of June,* 1863.

	Bags.	Arrobas.	Tons.	Number.
Cotton	49,098	263,946	.....	.....
Sugar	133,196	722,231	10,309	.....
Hides	.....	.....	.....	5,857

MARANHAM—WM. H. EVANS, *Consul.*

Statement showing the description and value of exports from Maranham to the United States during the quarter ended March 31, 1863, *(compiled from official copy of invoices.)*

Port.	Merchandise.	Value.
New York...	Cotton, 410 bales	$26,501 00
	Hides, 9,961	27,488 00
	Total	53,989 00

Statement showing the exports from Maranham to the United States for the quarter ended June 30, 1863, *(taken from official invoices.)*

Date of certificate.	Description of merchandise.	Where produced.	Whither sent.	Value, including costs and charges.
1863.				
June 1.....	Hides	Brazil ...	New York..	$2,865 00
1.....	Cotton	...do.....	....do.....	16,608 00
17.....	Hides	...do.....	....do.....	1,916 00
17.....	Cotton	...do.....	....do.....	1,048 00
23.....	Cotton, hides, balsam copaiba	...do.....	....do.....	28,853 00
23.....	Sugar	...do.....	....do.....	583 00
	Total			51,873 00

OCTOBER 20, 1863.

I have the honor to make the following report on the trade of this consular district for the year ending September 30, 1863.

There have arrived at this port during said period six American vessels, the aggregate measurement of which was 1,009 $\frac{7}{95}$ tons. Owing to the destruction of the American vessels by the rebel privateers off this coast during the past summer, owners of such vessels as have heretofore been employed in trading regularly to this port under the American flag have been induced, in order to guard against capture, to place them under foreign colors; and of the number so transferred, there have arrived 8, making in all 14 vessels from the United States during the year.

Trade between the United States and this port has increased very considerably in general amount over previous year. From the returns of the custom-house for the past year ending September 30 I quote as follows:

Imports from the United States amount to	$146,246 00
Exports to the United States amount to	104,715 00
Total	250,961 00

The value of the trade for the previous year (1861–'62) was reported by the same authority as follows:

Imports from the United States	$142,158 00
Exports to the United States	53,499 00
Total	195,657 00
Increase in favor of the present year	55,304 00

The articles exported to the United States (under authenticated invoices,) and their values, including costs and charges, during the years 1862–'63, (each ending September 30,) will be seen by the following statement:

Articles.	Value, including costs and charges.	
	1862.	1863.
Hides	$50,006 45	$56,438 00
Cotton	62,055 00	14,532 41
Balsam Copaiba	2,125 80	2,404 50
Sugar	583 00	.....
Rice	2,697 22	.....
Goatskins	250 25	.....
Brazilian rum	237 18	.....
Old metal	486 54	980 00
Total	118,423 44	74,345 91

Cotton.—The principal article exported from this province at present is cotton. I am informed that a few years since planters here gave their undivided attention to its cultivation, but owing to the continued low prices, the scarcity of laborers, and the heavy export duty of 12½ per cent. levied thereon, it was subsequently almost totally abandoned. The high prices of the last two years, however, has revived an interest in the article, and we find the production considerably increased. Only a small portion of the crop of the present year has been received from the interior; it is thought, however, that the amount produced will reach 50,000 bales.

The following statement shows the number of bales (of 200 pounds each) received from the interior, and the number exported during the years 1861, 1862, (ending December 31,) and to September 30 of the year 1863:

Months.	1861.		1862.		1863.	
	Entered.	Exported.	Entered.	Exported.	Entered.	Exported.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
January	4,962	2,806	4,370	2,912	5,576	2,448
February	3,053	2,112	1,528	2,054	3,054	9,029
March	4,700	3,615	3,395	2,492	2,543	3,391
April	2,430	2,813	2,116	8,467	1,376	3,746
May	2,693	4,618	1,893	5,359	1,706	2,444
June	1,991	2,855	1,433	2,634	470	2,431
July	1,481	3,338	1,971	355	1,363	1,547
August	2,380	.....	1,625	2,701	630	936
September	2,281	2,614	1,711	1,522	859	1,130
October	1,951	3,346	4,867	1,385	.....	.....
November	2,537	2,470	6,741	3,178	.....	.....
December	5,938	3,606	7,846	5,260	.....	.....
Total	36,377	34,193	39,496	38,299	17,577	27,102

The following table shows the destination of exports of cotton during the same period:

To—	1861.	1862.	1863.
	Bales.	*Bales.*	*Bales.*
Liverpool	22,582	22,827	20,956
Oporto	10,472	11,028	2,348
Queenstown	.....	2,195	.....
Barcelona	550	809	936
Lisbon	574	789	270
New York	.....	431	1,003
Havre	15	220	1,309
Para	.....	.....	280
Total	34,193	38,299	27,102

The average price of cotton during the year 1861 was Rs. 8||000; 1862, Rs. 14||000; and 1863, Rs. 20||000, per arroba of 32 pounds.

Hides.—The whole number shipped from this port to the United States during the past year, ending September 30 was 16,014—the value of which is given in the table of exports, and which shows about the same number as exported the previous year. The average amount and destination of shipments of hides from this city will be seen by the following, which embraces the number exported during the first six months of the present year:

	Hides.
To Lisbon	14,215
To New York	13,025
To Oporto	1,208
To Havre	463
	28,911

Sugar.—The crop of sugar for this year will be very small as compared with last year, owing to the deeper interest taken in the production of cotton. There has, however, been a general increase for some time in the amount of sugar produced in this province. Indeed, no longer than 8 years ago three-fourths of the sugar consumed in this city was imported from the province of Pernambuco. At present the production is superior to the consumption, and large quantities are exported. The total value of the sugar exported from this port during the year 1862 was reported at $113,491, (American currency.)

The following statement shows the exports of sugar for the first six months of the present year:

To—	Barrels.	Half barrels.	Sacks.
Para	1,906	17	40
Oporto	815	.....	1,3[illegible]
Lisbon	386	.....	2,76[illegible]
Liverpool	20	.....	9,02[illegible]
Havre	4	1	1,64[illegible]
New York	.....	.....	10
Parnahiba	128	1	.....
Ceara	20	.....	.....
Granja	4	1	.....
Pernambuco	1	.....	.....
Total	3,284	20	14,965

The price current of this date quotes sugar as follows:

First quality white	3||700 reas per arroba.
Second quality white	3||000 reas per arroba.
Ordinary raw	1||800 reas per arroba.

The same may be considered the average prices during the past year.

Rice.—During the past quarter there have been some small shipments of rice om this port to New York, amounting altogether to 500 sacks of the value of ,679 22. These are the first shipments of rice ever made from Maranham to e United States; for although it is claimed that the best rice of Brazil is proiced in this province, its quality is only equal to our "Carolina second." uring the first six months of this year the exports of rice were as follows:

	Sacks.
To Pernambuco	1,950
To Bahia	649
To Rio de Janeiro	202
To Ceara	129
To other Brazilian ports	184
	3,159

Maranham rice is rarely exported to foreign countries, being distributed, as a eneral thing, among the ports of the empire, as seen above. The annual crop estimated at 170,000 arrobas (of 32 pounds each,) about one-half of which is xported.

IMPORTS.

I have no special change to note in imports from the United States. There ave been received during the year 5,400 barrels of American flour, which is bout the same number received the previous year, and one-half of the whole mount imported. The average price of flour the past year was $10 per barrel.

A new article of import, and for which there seems to be an increasing deiand throughout the province, is *kerosene*. Large quantities have been importd during the year, and sold at highly remunerative prices.

It is gratifying to observe that the import trade is being conducted at present pon more liberal principles than formerly. For some years past the trade has een monopolized by a few large houses, employing their own vessels, and unvilling to grant to others the privilege of importing (by their vessels) direct. Arrangements, however, have recently been made by which such restrictions re removed, and retail merchants are now enabled to import on their own ccount. While this, without doubt, will lead to increased importation, it will lso have the good effect of establishing a steady American trade in lieu of the peculative business conducted in times past.

I have no change to note in any of the laws affecting commerce.

The following statement shows the arrivals and departures of vessels of all nations during the year 1862:

Nationality.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Men.	Vessels.	Tonnage.	Men.
American	11	2,841	109	9	2,880	102
Austrian	1	219	9	1	271	14
French	10	2,048	121	11	2,820	124
Spanish	6	947	64	6	1,234	63
English	16	6,228	226	14	5,572	195
Portuguese	20	7,559	303	18	7,923	242
Russian	1	462	14	1	590	14
Hamburg	2	341	24	2	548	22
Total	67	20,645	870	62	21,838	776

The following shows the arrivals and departures of vessels (Brazilian only) engaged in the coasting trade for the year 1862:

Places.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Men.	Vessels.	Tonnage.	Men.
Ceara	15	4,912	395	10	3,280	305
Para	38	6,488	620	32	5,600	551
Pernambuco	5	733	46	6	1,083	61
Parnahiba	10	1,726	135	11	2,126	164
Sergipé	1	255	12	.....	.....	.....
Rio de Janeiro	.....	.....	.....	1	205	10
Total	69	14,114	1,208	60	12,294	1,091

Total number of arrivals and departures during the past five years.

Years.	FOREIGN VESSELS.		COASTING VESSELS.	
	Entered.	Cleared.	Entered.	Cleared.
1858	68	66	59	64
1859	83	78	58	65
1860	76	74	73	68
1861	73	72	70	60
1862	67	62	69	60

The year has been an unusually healthy and prosperous one for Maranham. The city, considered as completed years ago, has suddenly revived, owing to the great demand and remunerative prices paid for productions of the province, and numerous public improvements, as also a large number of business houses and private residences, are in course of construction. Gas-works have been completed during the year by an American company, and are in successful operation.

The construction of improved works for supplying the place with water, I am led to believe, will also be given to American citizens, by whom is owned one-half of the stock of the company ($100,000.) It is a fact, and worthy of note, that a decided preference is given here to American artisans in the distribution of contracts for public and private improvements. Formerly Brazilians were induced to believe that nothing could be good or efficient except it came from Europe. The perseverance of our citizens, however, has greatly set aside their impressions, and we find ourselves gaining a footing in their good opinion which must result in great benefit to our countrymen.

PERU.

CALLAO—JOHN E. LOVEJOY, *Consul.*

SEPTEMBER 30, 1863.

In complying with sections 153 and 154 of consular regulations, I beg to state that the continuance of the war in the United States during the past year has prevented any extensive renewal of trade between that country and this.

The total value of exports from this port to the United States from October 1, 1862, to October 1, 1863, amounted to $332,244 33. The articles exported consisted principally of sugars, goatskins, orchilla weed, calisaya tabla, and Italia. The export of guano to the United States has entirely ceased, but American vessels are still employed to a considerable extent in carrying this article to other parts of the world. The imports from the United States in American bottoms, during the year ended September 30, 1863, have been very small; most of the staple articles of trade are now imported from Europe.

Table A shows the amount of imports from and exports to the United States for the year above ended.

Table B shows the number of American vessels which have arrived here during the same period, with their destination and outward cargo.

Table C shows the total amount of exports from this and several other ports from January to July, 1863.

No new branches of American industry have been established since my last report. A grant has been obtained by Mr. Renton, of Newark, New Jersey, for the establishment of a submarine railway, to be located at the island of San Lorenzo, near this port. Should this be completed, it will be of great benefit to ships needing repair, as there are no facilities here at present for that business.

In my last annual report I called the attention of the government to the fact that quite a number of emigrants, so called, had been imported from some of the Polynesian islands. Subsequent to that, several other vessels arrived here with some hundreds more of those unfortunate people. When the privilege of importing these people was granted by the Peruvian government, it was intended that they should be introduced as voluntary apprentices, similar to the Chinese coolies. But it having been ascertained that the privilege given had been grossly abused by those engaged in it, and that instead of coming voluntarily, these unfortunate people in many instances were stolen, by being induced to come on board the vessels by deceitful promises, and then retained by force, the grant has been revoked, and quite a number of them have been repurchased by the government and sent back to their native islands. Large numbers died after arriving in this country, having been found perfectly useless as laborers. I am sorry to say that some American citizens were engaged in this inhuman traffic. No new regulations have been introduced during the year past which would affect American industry.

A survey of the guano islands, "not including the Chinchas," belonging to Peru, has been made by the government during the past year, and the result may be briefly stated as follows:

Places.	Tons.	Classes.	Value.	Total.
Lobos island	3,000,000	1st class	$30 net	$90,000,000
Do	1,000,000	2d class	20 "	20,000,000
Maculi island	1,500,000	1st class	30 "	45,000,000
Gunape island	2,500,000	1st class	30 "	75,000,000
Total	8,000,000			230,000,000

In addition to this, there is sufficient guano on the Chincha group to form a supply for quite a number of years. Although the guano is a source of great revenue to the Peruvian government, I cannot but think that it is an injury to the country, as while it lasts no energetic efforts will be made to develop the agricultural and mineral resources of the country. Agriculture is yet in its primitive state, and far behind what it was in the days of the Incas. And the inexhaustible wealth of the Andes still remains hidden, for the want of proper energy, industry, and skill to bring it to light. The government is engaged in surveying a route for a railroad from Lima, some 150 miles into the interior, and there is a fair prospect of its succeeding. Great obstacles have to be overcome to complete it, but none greater than have been made to yield to perseverance and skill in other countries. Should it be completed, it will unfold a new and glorious era in the annals of Peru.

A table showing the imports to and exports from Callao to the United States during the year ended September 30, 1863:

IMPORTS.		EXPORTS.	
Description.	Value.	Description.	Value.
General	$595,000 00	Sugars	$282,550 69
		Calisaya tabla	25,513 74
		Cotton	15,026 40
		Goatskins	5,183 42
		Italia	1,417 99
		Orchilla weed	11 45
		Wool	1,982 88
		Tin and copper ore	341 76
		Canuto	216 00
			332,244 33

RESUMÉ.

Importations	$595,000 00
Exportations	332,244 33
	262,755 67

Statement showing the number of American vessels arrived at and departed from the port of Callao during the several quarters of the year ended September 30, 1863, *together with description of outward cargoes and destination.*

Period of arrival.	No. of vessels.	Departures and destination.	No. of vessels.	Cargo.
Quarter ended December 31, 1862	41	Antwerp	35	Guano.
" March 31, 1863	19	Cruise, whaling	2	Oil stores.
" June 30, 1863	48	England	51	Guano.
" September 30, 1863	33	France	24	Do.
		Genoa	2	Do.
		Hamburg	4	Do.
		Holland	4	Do.
		Iquique	1	Ballast stores.
		Panama	1	Do.
		Punta Arenas	1	Flour.
		San Francisco	1	Ballast stores.
		Spain	14	Guano.
		Valparaiso	1	Ballast stores.
	141		141	

RESUMÉ.

Guano	cargo	134 vessels.
Flour	do	1 "
Ballast stores	do	4 "
Oil and stores	do	2 "
		141

Statement showing the value of the national merchandise exported from the several ports of Peru for the six months ended July 1, 1863.

Callao	$11, 790, 274 00
Itlay	998, 685 00
Arica	1, 579, 954 00
Iquique	1, 943, 342 00
Payta	419, 373 00
Total	16, 731, 628 00

TUMBEZ—D. CARD, *Consul.*

SEPTEMBER 1, 1863.

I have the honor to transmit to the department, in accordance with the consular instructions, such information as I deem of interest concerning the commerce, &c., of this consular district.

Tumbez is, by the laws of Peru, a " porte minor," and no foreign vessels or goods are permitted to enter here, (except in cases of distress,) without having first passed the custom-house at Payta, and obtained a permit to enter this port. To this rule there are but two exceptions: one in favor of American vessels engaged in the whale fishery, (as defined by treaty,) and the other caused by a

decree of the Peruvian government, issued in March, 1863, by which lard and rice are admitted free of duty, and may be landed at Tumbez, without the formality of passing the custom-house at Payta. * * *

For two or three years past the number of American whale-ships visiting this port has been constantly decreasing, owing to some extent to the opening of new sources of supply for the "recruits" needed by such vessels, and the high price demanded for such recruits here; but mainly to the want of success of the vessels engaged in that pursuit in this portion of the Pacific. Causes growing out of the rebellion in the United States have also contributed materially to make this decrease of vessels more rapid than it would otherwise have been.

The decree admitting lard and rice free of duty has led to the introduction of considerable quantities of the former article of American production. It comes principally via Guayaquil, and no statistics are preserved, showing its amount or value. The operations of the decree alluded to, unless extended, will cease at the expiration of eighteen months from the date of its passage.

The agriculture of this portion of Peru is, owing to the want of rain, of very limited extent. The arable land is confined to the comparatively small tracts subject to annual overflow, and the quantity thus irrigated and fertilized seems, from some natural cause, to be constantly decreasing. There are conclusive proofs of the progress of this desiccation in considerable tracts of land, in profitable cultivation up to a recent period, that are now entirely barren, for want of moisture.

The principal agricultural productions are sweet potatoes, corn, and pumpkins or squashes. Formerly there were several plantations of sugar-cane in this vicinity; but, with two or three inconsiderable exceptions, these have now disappeared.

The high prices recently and at present borne by cotton and tobacco, have induced some attempts at the cultivation of those crops in this vicinity. The tobacco culture has met with fair success, so far as quantity is concerned; what the quality will be, it is too early yet to determine. The experiments in the cultivation of cotton have demonstrated that no considerable success can be looked for without thorough and systematic artificial irrigation, and measures are being taken in several instances to procure machinery for that purpose; but several obstacles will retard the success of the cotton culture here. 1st. Laborers are few and difficult to be obtained, and owing to causes growing out of the prevalent social and religious systems, the labor of any given number of workmen is available to little more than one-half the extent customary, where different systems in those respects prevail. 2d. The best lands are so subdivided into small tracts, and held at so high a rate, that it will be difficult to form plantations of sufficient extent to permit the economical application of irrigating machinery. It is only a very high price for cotton that can warrant its production by the means that must be employed here.

Decisive indications of the existence of petroleum have been discovered at Mal Paso, sixteen miles south of Tumbez; but the explorations have not been carried to a sufficient extent to determine whether it can be obtained in sufficient quantity to warrant its manufacture for the purposes of commerce.

PAYTA.—C. F. WINSLOW, *Consul.*

DECEMBER 8, 1863.

I have the honor briefly to fulfil that part of my instructions relative to an official report upon the commercial interests of this consular district.

Ever since the discovery and surveys of guano upon the Lobos Islands it has been presumed by resident merchants and speculators that this material might be worked, sold, and exported to foreign countries; and since these islands hold about the same local relation to Payta as a port of entry or clearance for shipping that the Chincha Islands hold to Callao, it has been equally supposed that Payta might some day become a port of much commercial importance therefrom.

Ultimately, no doubt, such will be the case, especially if the new efforts to obtain fresh water for the supply of the population shall succeed. The geological structure of the coast, however, renders all experiments of this kind somewhat problematical. Besides, as there is little persistency in the determination of the government, it may be long before this desideratum may be accomplished.

The repulsiveness of the landscape, and of the locality in general, is somewhat compensated by the commodiousness of the bay and the agreeableness of the climate, and the supply of water is the only thing required to bring all classes of vessels sailing in the neighboring waters to this harbor to make it a place of considerable importance.

It has only been of special value, heretofore, to the whaling fleet of New England, as a periodical resort for giving liberty to seamen after long and tedious cruises at sea, for seeking medical and surgical relief, and for refreshing with vegetables, especially onions, their most valuable anti-scorbutic, which is grown in the interior.

The working of the Lobos Islands failing, and the whaling fleet diminishing from year to year, Payta would become a port of less and less importance.

But the recent and present civil troubles in the United States, extending their influence all over the globe, either directly or indirectly, have not failed to be felt here in important agricultural and commercial respects.

COTTON.

The necessities of the English market for cotton have induced capital to move in its cultivation in the inter-tropical regions of Peru. It was wholly neglected by the Spanish invaders. But the soil and the climate being both naturally adapted to its growth, it has continued to flourish as a wild plant. Indeed, in the most favorable localities it becomes a tree of twenty and twenty-five feet in height, of considerable breadth, and throws out large biennial crops for ten or twelve successive years. This wild growth, under the pressing wants of the commercial world, was seized upon by enterprising persons after our internal troubles began, as an indication of its possible improvement by cultivation. Accordingly, after collecting, at cheap rates, say six or eight cents per pound, the wild staple, (a specimen I send in a package marked No. 11,) and exporting it for trial upon British looms, an enterprising English gentleman employed the services of one of our own merchants and civil engineers, who had already written a valuable treatise upon this subject, to lay out a plantation in the rich valley of the Chira, about twenty-five miles from this port. The valley of the Chira is a river bottom averaging more than two miles in width, extending from the bay to the Andes, and capable of irrigation from a small river that winds through its rich alluvial deposits.

The Chira is, perhaps, the largest river, and the valley, perhaps, presents the finest soil for cultivation of cotton on the western side of the Andes.

This spot was selected, and by a free outlay of capital several hundred acres of arid, neglected wilderness, in an incredibly short time have been turned into magnificent and productive cotton lands.

The water is raised by expensive machinery and led by ingenious devices and gigantic causeways, in such a manner as to insure abundant crops of unfailing vegetation.

VALUE OF THE FIRST SHIPMENT OF COTTON.

Although it was not two years since the first blow was struck upon the virgin soil, the next steamer, I am informed, will take to England a quantity of cotton which is valued at from $10,000 to $15,000. This is the first pickings of cotton plants grown from seed planted within nine months.

THE TRADE IN WILD COTTON.

In the mean time the purchase of wild cotton in the interior of the country gradually advancing from six to twenty cents per pound, has stimulated the Indians to send to market the proceeds of wild plants, and to plant the native seed in favorable localities, and the successful operations in the valley of the Chira have encouraged the initiation of similar enterprises with Peruvian capital in all the valleys favorable for its cultivation that skirt the Andes.

VISIT TO THE INTERIOR.

In a recent visit which I made to the great synclinal valley of the Andes, as far as Huancabamba, one of the sources of the Amazon, after passing ninety miles of almost trackless desert of drifting sand, I came to the fertile regions that open between the spurs of the Cordilleras. These are laid out into large estates called haciendas, embracing alike mountains, slopes, and valleys, with climate varying with altitude, and adapted to the cultivation of all classes of vegetable products.

The valleys which ascend with the greatest inclination are fitted for all tropical productions, and recent experiments with cotton show them to be especially adapted by their soil, by periodical rains, and facilities for irrigation, for the cultivation of this staple on a vast scale.

In many places it is merely necessary to repair the canals, which often in former times extended for leagues and watered immense districts, while in others canals are being now made at great expense.

At Carrasquilla there is a gigantic enterprise of this character nearly completed. This canal everywhere is six feet wide, or more, is cut in the first portions of its course through rock and rocky debris, from twenty to thirty feet in depth, and extends six miles for the purpose of irrigating the lower region of the valley for the exclusive cultivation of cotton. So, too, further up in the direction of Salatral has commenced the planting of cotton, which has already begun to yield in abundance.

The Egyptian and sea-island cottons grow in all these places with an improved fineness and length of staple; and the wild cotton, by cultivation and mixing, is becoming much improved in quality and of great value.

The cost of transporting cotton from these remote interior regions on the backs of mules to the seaport of Payta, is from $4 to $5 the cargo of 350 lbs.

It will thus be seen that when the machinery for cleaning cotton is introduced in Peru, and enterprises already commenced and in prospect are well established, with persistent and well-directed industry this consular district must become an important locality for the exportation of this useful staple. * * *

To Mr. Duvall, our own countryman, is this district of Peru indebted for the introduction of cotton-planting, which in a few years will amply enrich all who have commenced its culture.

PROSPECTS OF PERUVIAN COTTON-PLANTING.

The Egyptian cotton-plant, when once started, grows thriftily, and in four months begins to yield. The native cotton yields in eight months. Bolls open every successive day, so that picking on large plantations will be a continuous labor. It is said that there are two seasons to the yield of the wild cotton, and

that the trees continued to thrive for ten years. The cultivated cotton of foreign varieties seems to differ from this habit of periodicity, and unfolds a continuous and uninterrupted harvest and becomes perennial.

THE GREAT SYNCLINAL VALLEY.

Having stated thus much of the agricultural capacity and condition of the valleys that penetrate the spurs of the Cordilléras on this side of the continent, and the rich harvests of cotton that before long (above all other products) will be yielded by them, I will say a word of the great capacity of the great synclinal valley of the Andes in this latitude, as far as my journey allowed me to observe it.

I find the Andes clothed with vegetation throughout my ascent; and the summits of the Pacific Cordilleras, instead of being peaked, like the lower ridges, with projections of barren rocks, were as beautifully rounded and verdant with grass and shrubs as the hills of Vermont. Cattle even were roaming and grazing not far from the main passes of the Sierra. But on reaching the summit the eye at once stretches eastward over an immense valley of from 30 to 40 miles in width to another ridge or range of mountains, whose eastern faces slope down into the plains of Brazil.

Between these ranges is the great synclinal valley of which I speak; at the bottom of which flows the river Huancabamba, one of the headwaters of the Amazon. The river is grand, and the fertility of the region immediately becomes a most impressive conviction. On descending and winding from ridge to ridge, I was struck with the abundance and luxuriance of the great varieties of new plants and flowers.

But the most remarkable thing was the extensive cultivation of this great region by the Indian population. The slopes and bottom of the valley seen from high points were cut up into plantations and gardens. The climate is mild, rains are frequent, the periodical rains unfailing, and channels for irrigation were seen everywhere. The soil is rich, and there is no fruit nor plant which might not be cultivated with success.

Cochineal and Peruvian bark are obtained in these regions. Flax abounds, of the finest quality; and I have no doubt cotton could be largely cultivated. The great drawback, however, in these interior regions is the difficulty of transportation of all agricultural products to the sea-coast. But such a magnificent and luxurious country, combined with so mild and salubrious a climate, I have rarely seen equalled in extensive travels over the globe.

The ultimate construction of a railroad over this part of the Andes did not appear to me wholly impracticable; but the time and money required for so vast an enterprise will probably delay the undertaking for generations.

EXPORTS AND IMPORTS OF PAYTA.

There has probably been but little change in the exports and imports of other articles of native growth or merchandise since the last annual report of my predecessor.

Tabular statement showing the description and value of the exports from the port of Payta to the United States (all the productions of this consular district and for the New York market) for the year ended September 30, 1863.

Hides and goatskins	$36, 841 66
Peruvian bark	3, 007 70
Cotton	7, 880 75
Wool	1, 568 50
Total	49, 298 61

The largest exports in value are made to England in orchilla, Peruvian bark, cotton and cochineal. The orchilla business is a heavy one. * * *

IMPORTS.

The most important article of import to this district is flour, which is subject to a duty of two cents per pound, and this is brought from the mills of Chili.

A small trade is carried on by many persons with whalers, and with the interior, and along the coast. But the times are considered dull, and agricultural enterprise is unimportant except in cotton cultivation.

ARGENTINE CONFEDERATION.

BUENOS AYRES—H. R. HELPER, *Consul.*

OCTOBER 12, 1863.

* * * A new tariff has recently been enacted by the Argentine congress, imposing, among other changes, a duty of seventeen and one-half per cent. on lumber, which hitherto has always been admitted free of duty. The old duty of ten per cent. on all articles exported from the republic is still retained without any modification whatever. * * * * * *

Statement showing the nationality and number of foreign vessels, together with their cargoes, arrived at and departed from Buenos Ayres during the quarter ended December 31, 1862.

Nationality.	Cargo inward.	Value.	Cargo outward.	Value.
Holland	154,798 feet lumber 378 packages shingles	$2,439		
Denmark			375 bales wool 1,003 dry hides	$54,703
	Total	2,439		54,703
	Imports American vessels	164,468	Exports American vessels	695,261
	Total inward	166,907	Total outward	749,964
			Total inward	166,907
			Excess of exports	582,057

Statement showing the number and nationality of all vessels, other than American, arrived at and departed from Buenos Ayres with cargoes from or to the United States during the half year ended June 30, 1863.

Nationality.	No.	Cargoes.	Value.
Argentine Confederation	1	219 bales wool, 3,975 dry hides, 3 bales feathers	$41,978
Swedish	2	20,313 dry hides, 105 dry horse-hides, 50 bales wool	88,474
Prussian	1	542 bales wool, 2,000 dry hides	80,195
Holland	5	1,313 bales wool, 34,651 dry hides, 29 bales goatskins	278,478
English	1	2,220 dry hides, 613 bales wool	73,082
Danish	2	599 bales wool, 6,264 dry hides, 3 bales sheepskins, 16 bales goatskins and sundries	91,455
Bremen	....	5,771 dry hides, 450 bales wool, 2 bales feathers	68,689
Austrian	....	450 bales and 129 seroons wool, 2,259 dry hides	82,973
		Total exports in foreign vessels	805,324
		Total exports in American vessels	1,040,574
		Total outward	1,845,898
		Total inward	832,707
		Excess of exports	1,013,191

PART II.

NAVIGATION AND COMMERCE

OF THE

UNITED STATES WITH FOREIGN COUNTRIES

DURING THE

YEAR ENDED SEPTEMBER 30, 1863.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES DURING THE YEAR ENDED SEPTEMBER 30, 1863.

[MADE UP FROM CONSULAR RETURNS.]

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
LIVERPOOL.										
T. H. Dudley.										
Quarter ended December 31, 1862.*	35	In port	13	New York				13	Salt and general cargo	
			5	Calcutta				5	General cargo	
			3	Philadelphia				3	....do	
			2	Boston				2	....do	
			1	Singapore				1	....do	
			1	Bombay	35	Before reported		1	....do	
			1	San Francisco				1	....do	
			1	Rangoon				1	....do	
			7	Sold				7	Sold	
			1	In port				1	In port	
	113	New York	68	New York	113	4,193,251 bushels grain, 71,057 barrels flour, 87,480 staves, 5,877 bales cotton, 223 hhds., 30 tcs., and 5,317 bxs. bacon; 4,119 tcs., 974 casks, 982 bbls., 961 pkgs., and 251 kegs lard; 7,980 firkins, 5,886 pkgs., and 400 kegs butter; 532 hhds. tobacco, 1,104 hhds., 232 tcs., 865 casks, 475 bbls., and 33 pkgs. tallow; 74 casks and 2,660 bbls. oil, 27,249 bxs. cheese, 515 tcs. beef, 405 bbls. rosin, 24,797 bags rice, 12,424 bags oil-cake, 30 bales rags, 8,580 bbls. petroleum oil, 418 tons logwood, 4,929 tons guano, 104¼ tons, 1,831 sticks fustic; 998 bbls. tar, 1,493 bags bark, 1,173 bales hemp, 402 bbls. clay.		68	General cargo	
			4	Calcutta				4	....do	
			4	Cuba				4	....do	
			2	New Orleans				2	....do	
			2	Boston				2	....do	
			2	Portland				2	....do	
			1	Aspinwall				1	....do	
			1	Havana				1	....do	
			1	Leghorn				1	....do	
			1	General voyage				1	....do	
			2	Sold				2	Sold	
			25	In port				25	In port	

12	Philadelphia	5	Philadelphia	12	267,951 bush. grain, 17,398 bbls. flour, 304 hhds. and 301 casks tallow, 241 tcs. beef, 101 hhds. tobacco, 359 tcs. and 411 bbls. lard, 150 kegs and 474 firkins butter, 125 casks and 737 bbls. lard, 2,726 bags oil-cake.		5	General cargo
		1	New York				1	....do
		1	Calcutta				1	....do
		3	In port				1	....do
							4	In port
8	Boston	3	Boston	8	3,432 bbls. flour, 38,489 bu. grain, 23,736 deals, 16,425 scantlings, 5,000 bales hemp, 18,630 bags rice, 400 bbls. oxide zinc, 68 tons logwood, 3,305 casks oil, 185 hhds. and 102 casks tallow, 101 hhds. tobacco.		3	General cargo
		1	New York				1	....do
		1	Calcutta				1	....do
		3	In port				3	In port
5	Akyab	2	Calcutta	5	90,641 bags rice		2	General cargo
		1	Rangoon				1	....do
		1	Callao				1	....do
		1	In port				1	In port
5	St. John's	1	New York	5	112,666 deals, 56,370 palings, 18,639 scantlings.		1	General cargo
		1	St. John's				1	....do
		2	Sold				2	Sold
		1	In port				1	In port
4	Baltimore	1	Baltimore	4	84,844 bush. grain, 1,096 bbls. flour, 19,971 bags guano, 151 hhds. tobacco, 1,510 bbls. petroleum oil		1	General cargo
		1	Boston				1	....do
		1	Cuba				1	....do
		1	In port				1	In port
3	Moulmein	2	Boston	3	50,121 bags rice, timber		2	General cargo
		1	Philadelphia				1	....do
4	Rangoon	2	New York	4	59,561 bags rice, timber, and hides.		2	....do
		1	Boston				1	....do
		1	Montevideo				1	....do
3	Bangor	1	....do	3	101,099 deals, 60,786 palings, 21,285 deal ends.		1	....do
		1	United States				1	....do
		1	In port				1	....do
2	Bassein	2	....do	2	40,650 bags rice		2	In port
2	Pachucaca	1	New York	2	2,673 bags guano		1	....do
		1	In port				1	General cargo
2	Rio Janeiro	2	....do	2	4,962 hides, 15 tons bones, 36 pipes tallow.		2	In port
1	Bombay	1	Calcutta	1	3,342 bales cotton, linseed, dates.		1	General cargo
1	Calais, Me.	1	In port	1	6,800 deals, 3,375 palings		1	In port
1	London	1	Calcutta	1	Ballast		1	General cargo
1	Cronstadt	1	In port	1	5,099 deals, 2,663 battens		1	In port
1	Manila	1	Boston	1	29,802 b'gs sugar, 2,750 b'les hemp		1	General cargo
1	Bahia	1	In port	1	3,723 bags sugar		1	In port
1	Talcahuano	1	....do	1	Grain		1	....do
1	Bucksport	1	....do	1	129,600 palings, 18,559 deals		1	....do
1	Bolivia	1	....do	1	875 tons guano		1	....do
207		207		207			207	

* Entered: 2 brigs, 1 schooner, 19 barks, 150 ships—172, and 35 in port. Cleared: 1 brig, 12 barks, 112 ships, 35 class not given—160, and 47 in port. Aggregate tonnage entered, 190,899.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
LIVERPOOL.										
T. H. Dudley.										
Quarter ended March 31, 1863.*	48	In port	2	In port	48	Before reported		2	In port	
			7	Sold				7	Sold	
			2	Callao				2	Coal and general cargo	
			19	New York				19	Salt and general cargo	
			1	San Francisco				1	Coal	
			5	Boston				5	Coal and general cargo	
			1	Genoa				1	Coal	
			1	Montevideo				1	Salt	
			2	Seized and sold				2	Seized and sold by admiralty	
			1	River Platte				1	Coal	
			3	Philadelphia				3	General cargo	
			3	Calcutta				3	Salt	
			1	Valparaiso				1	Coal	
	1	New Orleans	1	New Orleans	1	53 bales cotton, 366 hhds. tobacco, 17,060 pipe, and 285 hhd. staves, 420 bdls. hides.		1	Salt and crates	
	53	New York	28	New York	53	1,705,395 bushels and 52,807 bags grain, 42,170 bushels and 167 bags corn, 117,022 bush. wheat, 82,765 bbls. flour, 257,480 stvs., 600 damaged boards, 3,284 bales hops, 278 blocks tin, 200 barrels bls. oxide tin, 83 hhds. tallow, 200 barrels and 721 trcs. beef, 3,094 bags oil-cake, 2,925 bushels peas, 200 tubs butter, 747 tierces lard, 1,000 oars, 85 hhds. tobacco, 500 handspikes, 5994 tons and 4,388 pieces logwood, 10,976 boxes bacon, 17,163 boxes cheese, 160 barrels tallow, 987 tons guano,		3	Coal	
			1	Calcutta				2	Coal, salt, and iron	
			2	Cardiff				24	General cargo	
			1	Rio Janeiro				2	Ballast	
			1	Sold				1	Salt	
								1	Coal, iron, and hemp	

					boxes and 125 barrels bread, 100 tierces and 2,149 bags seed, 134 boxes madder, 1,162 doz. brooms, 342 bags timothy seed, 103 boxes hams, 3,580 barrels pure and 1,720 barrels crude petroleum oil; 100 pkgs. pails, 950 bdls. flax, 200 bbls. coal oil.			
1	Buenos Ayres	1	Seized by adm'ty.	1	373 tons bone ash, 44,000 shank bones, 6 tons and 800 pounds cal. bones, 133 bales rags.		1	Seized by admiralty
2	Montevideo	1	Sold	2	775 tons bone ash, 98 tons horns, 100 tons hornpiths, 170 tons bones, 567 tons bone ash.		1	Sold
		1	In port				1	In port
1	Rangoon	1	Sold	1	16,000 bags rice		1	Sold
1	Moulmein	1	Sold	1	18,951 bags rice		1	Sold
1	Akyab	1	Sold	1	19,100 bags rice		1	Sold
3	Boston	1	Boston	3	22,950 deals, 4,512 deal ends, 2,180 palings, 7,157 bbls. flour, 2,843 barrels oil, 426 tons logwood, 78 tons guano, 358 tcs. lard.		1	General cargo
		2	In port				2	In port
3	Baltimore	2	Baltimore	3	52,342 bushels grain, 266 hhds. tobacco, 6,090 barrels flour, 833 bags and 536 sacks bark, 390 oars, 758 boxes bacon, 985 bags quercitron bark, 100 kegs butter, 634 bags clover seed.		2	Salt, iron, and coal
		1	In port				1	In port
8	San Francisco	1	New York	8	101,394 sacks wheat, 30 bags quartz, 193,063 bushels grain, 579 — quicksilver, 10 barrels flour, 285 casks, 66 barrels and 309 tierces tallow, 25 bales wool, 1 case Japanese goods, 14 tierces pickled salmon.			
		1	Boston				3	General cargo and coal
		1	Calcutta				5	In port
		5	In port					
9	Philadelphia	5	Philadelphia	9	118,278 bushels grain, 103 hhds. bark, 63 casks tallow oil, 121 bundles rags, 25,277 bbls. flour, 150 barrels apples; 227 casks tallow, 60,696 bushels and 64 sacks wheat, 1,654 bags Indian corn, 175 tierces fruit, 204 tierces lard, 132 boxes bacon, 615 bags clover seed, 1,128 barrels crude and 3,535 barrels refined petroleum oil, 1,178 barrels crude and 300 barrels refined oil.		5	General cargo
		4	In port				4	In port

* Entered: 96 ships, 1 bark—97, and 48 in port. Cleared: 79 ships, 3 barks, 1 brig, 17 sold—100, and 45 in port. Aggregate tonnage entered, 112,679.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
LIVERPOOL.										
T. H. Dudley.										
Quarter ended March 31, 1863—Continued.	2	Portland	1	Callao	2	19,768 deals, 1,116 deal ends, 3,878 battens, 71,034 pieces timber.		1	Ballast	
			1	In port				1	In port	
	1	Leghorn	1	Sold	1	438 tons marble, 400 — boracic acid, 746 bundles rags, 182 casks pumice stone, 126 bbls. chestnuts.		1	Sold	
	3	Callao	3	In port	3	4,289 tons and 1,000 sacks guano		3	In port	
	1	Fleetwood	1	Calcutta	1			1	Salt	
	1	Chinchas Island	1	In port	1	2,450 tons guano		1	In port	
	2	Manila	1	Montevideo	2	50,684 bags sugar, 8,434 bales hemp, 1 case cigars, 490 piculs sapanwood.		1	Ballast	
			1	In port				1	In port	
	2	Pachucaca	2	do	2	2,607 tons guano		2	do	
	1	Valparaiso	1	do	1	218 bundles wool, 117 bundles rags, 82,874 pounds bones, 14,045 ram's horns.		1	do	
	1	Matanzas	1	do	1	561 hhds. and 33 tierces molasses		1	do	
	145		145		145			145		
Quarter ended June 30, 1863.*	46	In port	20	New York	46	Before reported		20	Coal, iron, crates, and general cargoes.	
			2	Hong Kong				2	Coal	
			1	King George's Sound.				1	Coal	
			2	Rio Janeiro				2	Coal	
			1	Newport				1	Ballast	
			1	Baltimore				1	Salt	
			1	Aden				1	Coal	
			1	Philadelphia				1	General cargo	
			1	Calcutta				1	Salt	

		4	Boston				4	General cargo
		1	Cardiff				1	Ballast
		1	San Francisco				1	Coal
		2	In port				2	In port
		8	Sold				8	Sold
*62	New York	32	New York	62	2,083,537 bushels grain, 60,992 barrels flour, 108,020 staves, 160,719 bags grain, 108,456 bushels corn, 403 bags oil-cake, 3,317 tierces, 453 barrels, 594 packages, and 94 firkins lard, 3,000 oars, 51¾ boxes and 100 hhds. tobacco, 193 pieces maple, 265 tierces beef, 241 bbls. pork, 441 bales cotton, 995 bales piassava, 2 kegs bladders, 1,000 handspikes, 910 tons logwood, 50,274 bxs. bacon, 4,375 bbls. bacon, 1,760 tons guano, 600 boxes bread, 408 doz. brooms, 1,554 barrels and 100 boxes petroleum, 1,000 barrels corn meal, 100 dozen buckets, 1,063 sticks fustic, 147 boxes provisions, 740 logs cedar, 325 barrels benzoin, 300 barrels tar.		33	General cargo
		1	Boston				3	Sold
		3	Sold				26	In port
		26	In port					
2	Baltimore	1	New York	2	36,060 bushels grain, 2,700 barrels flour, 419 oars, 484 boxes bacon, 2,161 bags quercitron bark.		1	Salt
		1	Boston				1	500 tons coal
2	Matanzas	1	Boston	2	2,261 bags quercitron bark, 2,108 hogsheads, 153 tierces, and 72 barrels molasses.		2	Salt
		1	Gloucester					
12	Philadelphia	2	Boston	12	161,963 bushels grain, 20,226 barrels flour, 260 barrels and 267 tierces beef, 15 hogsheads tobacco, 16,867 bushels wheat, 22,425 bags grain, 1 box cents, 14 barrels spirits, 147 bundles rags, 702 boxes and 35 casks bacon, 99 bags bark, 12,534 barrels crude and 2,547 barrels refined petroleum oil, 254 barrels pork.		1	Ballast
		6	Philadelphia				9	General cargo and salt
		1	Cardiff				2	In port
		1	Bath					
		2	In port					
1	Boston	1	In port	1	5,000 pipe and 2,000 hogshead staves, 150 dozen painted pails, 956 boxes bacon.		1	In port

* Entered: 87 ships, 8 barks, 1 brig, 1 schooner—97, and 46 in port. Cleared: 76 ships, 12 barks, 1 brig, 3 schooners, 12 sold—104, and 39 in port. Aggregate tonnage entered, 108,738.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
LIVERPOOL.										
T. H. Dudley.										
Quarter ended June 30, 1863—Continued.	2	Portland	2	Boston	2	149 barrels kerosene oil, 2,175 barrels refined and 175 barrels crude petroleum oil, 18,236 bushels grain, 3,104 barrels flour, 60,000 ft. spruce lumber.		1 1	Not stated General cargo	
	2	Manila	1 1	New York Sold	2	8,234 bundles hemp, 15 tons sapanwood, 29,381 bags sugar, 25 tanks cocoa-nut oil.		1 1	General cargo Sold	
	5	San Francisco	1 4	Singapore In port	5	3,489 sacks, 2,304 half sacks, and 1,300 qr. sacks flour, 22 packages tallow, 3 bales fur, 1 case pictures, 83 bags silver ore, 1,200 tons guano, 118,888 bags wheat.		1 4	Corn In port	
	2	St. John's, N. B.	2	In port	2	54,384 pieces timber, 52,900 pieces deal.		2	In port	
	1	Bassein	1	Boston	1	21,000 bags rice, 7,860 bundles ratans.		1	General cargo	
	1	Bombay	1	In port	1	4,787 bales cotton, 50 bales wool, 284 bags linseed, 936 bundles myro-balans.		1	In port	
	2	Huelva	1 1	Boston Cardiff	2	470 tons peroxide manganese, 700 staves, 136 empty barrels, 614 tons pyrites, 1,009 plates pig copper.		1 1	General cargo Ballast	
	1	Pachuecaca	1	In port	1	2,169 tons guano, 47½ tons bones, 5½ tons hoofs.				
	1	Howland's Island	1	In port	1	1,000 tons guano		1	In port	
	1	Cape Palmas	1	In port	1	175 casks olive oil, 2 tons camwood, 1 bundle cotton goods.		1	In port	
	143		143		143			143		

		4	In port				4	In port	
		4	Sold				4	Sold and took British flag	
31	New York	22	New York	31	1,630,562 bush. grain, 37,324 bbls. flour, 636 boxes bacon, 1,167 sticks fustic, 1,002 tons logwood, 374 bbls. lard oil, 32,240 staves, 150 oars, 682 sewing machines, 302 bbls. hams, 800 bbls. prepared corn, &c.		21	General cargo	
		1	Philadelphia				2	Coal	
		8	In port				8	In port	
2	Minatitlan	1	Boston	2	689 logs and 43 ends mahogany		2	Coal	
		1	New York						
5	St. John	2	....do	5	251,494 deal boards		2	General cargo	
		3	In port				3	In port	
2	London	1	Sold	2	Ballast		1	Sold	
		1	In port				1	In port	
2	New River	1	Philadelphia	2	45,621 deals and ends, 50,024 palings.		1	General cargo	
		1	Sold				1	Sold	
7	Akyab	1	Singapore	7	121,629 bags rice		2	Coal	
		1	Calcutta				1	Salt	
		1	Point de Galle						
		4	In port				4	In port	
8	San Francisco	1	Boston	8	195,624 bags wheat, 11,818 sacks flour, 356 casks tallow, 560 flasks quicksilver, 18 bales and 240 packages wax, 973 bags copper ore, 1 case marble.		2	General cargo	
		1	New York				1	Coal	
		1	Spezzia				3	In port	
		3	In port						
		2	Sold				2	Sold	
1	Philadelphia	1	Philadelphia	1	32,046 bush. grain, 46 hhds. bark, 76 bales rags, 21 bbls. flour, &c.		1	General cargo	
1	Baltimore	1	Baltimore	1	39 hhds. and 1 case tobacco, 5,948 bbls. flour, 1,004 bbls. chrome oil, 3,520 bags wheat.		1	Coal	
1	Shanghai	1	Hong Kong	1	1,249 bales cotton, 2 cases and 1 box, contents unknown.		1	....do	
1	Leghorn	1	....do	1	1,003 slabs and 84 blocks marble, 443 bales rags, 1,030 boxes and 4 pipes oil, &c.		1	....do	
1	Calais, Me.	1	New York	1	25,472 pieces deals, 3,770 pieces battens, 3,052 pieces ends.		1	General cargo	
1	Almeria	1	Sold	1	22,800 bdls. esparto, 16 tons copper ore.		1	Sold	
1	Howland's Isl'nd.	1	Rangoon	1	1,500 tons guano		1	Coal	
1	St. George	1	Calcutta	1	29,169 pieces deals, battens, and deal ends, 4,800 pieces palings.		1	Salt	
1	Portland	1	Sold	1	1,926 bbls. crude petroleum, 107 casks and 681 bbls. refined petroleum.		1	Sold	

* Entered: 68 ships, 6 barks, 1 brig—75, and 40 in port. Cleared: 69 ships, 5 barks, 1 brig—75, 9 sold, and 31 in port. Aggregate tonnage entered, 83,681.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
LIVERPOOL.										
T. H. Dudley.										
Quarter ended September 30, 1863—Cont'd.	2	Bangor	1	New York	1	48,316 pcs. deals, 7,172 pcs. deal ends, 32,820 pcs. palings.		1	General cargo	
			1	Bath	1			1	Salt	
	2	Bassein	2	In port	2	29,230 bags rice, 5,030 bdls. rattans.		2	In port	
	2	Rangoon	2	....do	2	43,091 bags rice, 806 bags teel seed.		2	....do	
	1	Buenos Ayres	1	....do	1	367 tons bones, 33 tons bone and hornpiths, 82 tons bone ash.		1	....do	
	1	Moulmein	1	....do	1	295 squares teak timber, 150 planks, 6 boxes tea, 2 boxes curry powders.		1	....do	
	1	Callao	1	....do	1	1,582 tons guano		1	....do	
	115		115		115			115		
BRISTOL.										
Z. Eastman.										
Quarter ended December 31, 1862.*	8	In port	6	Cardiff	6	Before reported		6	In port	
			2	Newport	2	....do		2	....do	
	8	New York	3	New York	3	Grain and provisions	$255,000 00	3	Ballast	
			3	Cardiff	3	40,000 bush. wheat, grain, flour, and general cargo.	220,000 00	3	....do	
			2	In port	2	General cargo, wheat, and flour	150,000 00	2	In port	
	1	Samarong	1	Newport	1	Sulphur, &c.	4,000 00	1	Ballast	
	1	Miramichi	1	Calcutta	1	Deals	15,000 00	1	500 tons coal	$2,000 00
	1	Bangor	1	Cardiff	1	Deals, &c.	18,490 00	1	Ballast	
	1	Baltimore	1	In port	1	Guano	60,000 00	1	In port	
	20		20		20		722,490 00	20		2,000 00

Quarter ended March 31, 1863.†	3	In port	3	Cardiff	3	Before reported		3	Ballast	
	5	New York	2	....do	2	Wheat and flour	220,000 00	2	....do	
			3	In port	3	American provisions	430,000 00	3	In port	
	1	Callao	1	Sold	1	Guano	80,000 00	1	Sold	
	1	Liverpool	1	San Francisco	1			1	In distress	
	1	Harlingen	1	Cardiff	1	Oats	10,000 00	1	Ballast	
	11		11		11		740,000 00	11		
Quarter ended June 30, 1863.‡	4	In port	3	Cardiff	3	Before reported		3	Ballast	
			1	Sold	1	....do		1	Sold	
	2	Callao	1	Cardiff	1	Guano	60,000 00	1	Ballast	
			1	In port	1	....do	70,000 00	1	In port	
	1	New York	1	Cardiff	1	Wheat, &c.	90,000 00	1	Ballast	
	1	Sagua la Grande	1	....do	1	Sugar	95,000 00	1	....do	
	8		8		8		315,000 00	8		
Quarter ended September 30, 1863.§	1	In port	1	Cardiff	1	Before reported		1	Ballast	
	4	New York	1	New York	1	Wheat and flour	75,000 00	1	879 tons railroad iron	26,000 00
			1	Cardiff	1	General cargo	125,000 00	1	Ballast	
			2	In port	2	....do	155,000 00	2	In port	
	1	Callao	1	Newport	1	1,550 tons guano	108,000 00	1	Ballast	
	1	St. John's	1	Cardiff	1	Deals	28,000 00	1	....do	
	1	Liverpool	1	In port	1	For repairs		1	In port	
	8		8		8		491,000 00	8		26,000 00
COWES.										
T. Harling, Consular Agt.										
Quarter ended December 31, 1862.‖	1	Callao	1	Hamburg	1	Guano		1	Not stated	
	1	Havre	1	New York	1	General cargo		1	....do	
	1	St. Anna	1	London	1	Logwood		1	....do	
	1	London	1	Liverpool	1	Ballast		1	....do	
	4		4		4			4		
Quarter ended March 31, 1863.		No arrivals								
Quarter ended June 30, 1863.		No arrivals								
Quarter ended September 30, 1863.		No arrivals								

* Entered: 8 ships, 3 barks, 1 schooner—12, and 8 in port. Cleared: 9 ships, 1 brig, 1 schooner, 6 barks—17, and 3 in port. Aggregate tonnage entered, 9,434.
† Entered: 7 ships, 1 brig—8, and 3 in port. Cleared: 6 ships, 1 brig, 1 sold—8, and 3 in port. Aggregate tonnage entered, 6,536.
‡ Entered: 4 ships, and 4 in port. Cleared: 7 ships, and 1 in port. Aggregate tonnage entered, 3,768.
§ Entered: 6 ships, 1 bark—7, and 1 in port. Cleared: 5 ships, and 3 in port. Aggregate tonnage, 6,610.
‖ Entered and cleared: 4, class not given. Aggregate tonnage entered, 3,429.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
SUNDERLAND.										
R. M. Hudson.										
Quarter ended December 31, 1862.*	1	Amsterdam	1	Madras	1	Ballast		1	Coal 1,600 tons	$8,344 50
	1	Antwerp	1	Barcelona	1	do		1	Coal 620 tons	
	1	London	1	Singapore	1	do		1	Coal 1,269 tons	
	1	Rotterdam	1	do	1	do		1	Coal 1,279 tons	
	4		4		4			4		8,344 50
Quarter ended March 31, 1863.†	2	Antwerp	2	Genoa	2	Ballast		2	Coal 1,609 tons	2,820 00
	1	Rotterdam	1	Calcutta	1	do		1	Coal 1,000 tons	1,750 00
	4	Not stated	4	In port	4	Not stated		4	In port	
	7		7		7			7		4,570 00
Quarter ended June 30, 1863.‡	3	In port	1	Rio Janeiro	3	Before reported				
			2	Singapore						
	2	Antwerp	1	Rio Janeiro	4	Ballast		7	Coal 7,810 tons	13,605 00
			1	Boston						
	2	London	1	Singapore						
			1	Hong Kong						
	7		7		7			7		13,605 00
Quarter ended September 30, 1863.§	1	Bremerhaven	1	Sold	1	Ballast		1	Sold	
	1	Hamburg	1	Point de Galle	1	do				
	1	Rotterdam	1	China	1	do		3	Coal 4,000 tons	6,780 84
	1	Havre	1	New York	1	do				
	4		4		4			4		6,780 84

J. Britton.											
Quarter ended December 31, 1862.		No report									
Quarter ended March 31, 1863, (from December 9, 1862.)‖	1	Santa Barbara	1	Southampton	1	800 tons guano	$35,000 00	1	Ballast		
	1	Christiania	1	Isle of Bourbon	1	210 standard deals	12,500 00	1	For repairs		
	1	Shields	1	Providence, R. I.	1	Coal-gas retorts		1	do		
	1	Callao	1	Hamburg	1	Guano		1	do		
	4		4		4		47,500 00	4			
Quarter ended June 30, 1863.		No report									
Quarter ended September 30, 1863.		No report									
CARDIFF.											
C. D. Cleveland.											
Quarter ended December 31, 1862.¶	10	In port	2	Aden	2	Before reported		2	Coal	3,232 tons.	8,087 00
			5	New York	5	do		5	Coal	3,145 tons.	7,862 00
			1	Paita	1	do		1	Coal and fuel	1,040 tons.	2,800 00
			1	Portland	1	do		1	Coal	340 tons.	850 00
			1	Boston	1	do		1	Coal	680 tons.	1,700 00
	4	Gloucester	1	Alicante	1	Ballast		1	Coal	370 tons.	925 00
			1	Leghorn	1	do		1	Iron	1,400 tons.	42,000 00
			1	Jamaica	1	do		1	Coal	1,175 tons.	2,887 00
			1	Genoa	1	do		1	Iron	166 tons.	4,980 00
	6	Bristol	1	Portland	1	do		1	Coal	500 tons.	1,250 00
			1	New York	1	do		1	Coal	540 tons.	1,350 00
			1	Nassau	1	do		1	Coal	436 tons.	1,100 00
			1	Basilan	1	do		1	Coal	900 tons.	2,250 00
			1	Genoa	1	do		1	Coal	1,650 tons.	4,125 00
			1	In port	1	do		1	In port		
	1	Belfast	1	Havana	1	do		1	Coal	525 tons.	1,312 00
	1	Bremen	1	San Francisco	1	do		1	Coal	1,410 tons.	3,525 00
	6	London	1	Havana	1	do		1	Coal	1,980 tons.	4,950 00
			1	Aden	1	do		1	Fuel	974 tons.	2,922 00
			1	Rio Janeiro	1	do		1	Coal	850 tons.	2,125 00
			1	Kurrachee	1	do		1	Coal	1,450 tons.	3,625 00
			2	In port	2	do		2	In port		
	1	Portsmouth	1	Havana	1	do		1	Coal	900 tons.	2,250 00
	1	Liverpool	1	Aspinwall	1	do		1	Coal	400 tons.	1,000 00
	1	Greenock	1	Madras	1	Iron		1	In distress		
	1	Bridgewater	1	Cape de Verde	1	Ballast		1	Coal	320 tons.	820 00

* Entered and cleared: 4 ships. Aggregate tonnage entered, 3,855. † Entered: 7 ships. Cleared: 3 ships, and 4 in port. Aggregate tonnage entered, 5,472.
‡ Entered: 4 ships, and 3 in port. Cleared: 7 ships. Aggregate tonnage entered, 4,038. § Entered: 4 ships. Cleared: 3 ships, and 1 sold. Aggregate tonnage entered, 4,280.
‖ Entered and cleared: 4 ships. Aggregate tonnage entered, 2,841.
¶ Entered: 16 ships, 10 barks, 4 brigs—30, and 10 in port. Cleared: 21 ships, 8 barks, 5 brigs—34, 1 in distress, and 5 in port. Aggregate tonnage entered, 20,668.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
CARDIFF.										
C. D. Cleveland.										
Quarter ended December 31, 1862—Cont'd.	4	Amsterdam	1	Calcutta	1	Ballast		1	Coal 1,072 tons	$2,680 00
			1	Sydney	1	...do		1	Coal 1,730 tons	4,325 00
			1	San Francisco	1	...do		1	Coal 1,750 tons	4,380 00
			1	Leghorn	1	...do		1	Iron and crockery 385 tons	12,000 00
	1	Cork	1	Canary Islands	1	...do		1	Coal 476 tons	1,190 00
	1	Nantes	1	Montevideo	1	...do		1	Coal 725 tons	1,820 00
	1	Cherbourg	1	In port	1	...do		1	In port	
	1	Newport	1	Havana	1	...do		1	...do	
	40		40		40			40		131,090 00
Quarter ended March 31, 1863.*	5	In port	1	Montevideo	5	Before reported		1	1,340 tons coal	3,350 00
			1	New Orleans				1	840 tons coal	2,100 00
			1	Aspinwall				1	295 tons coal	750 00
			1	Havana				1	Same as inward cargo	
			1	Sold				1	Sold, took English flag	
	16	London	5	In port	5	Ballast		5	In port	
			1	Martinique	1	... do		1	470 tons coal	1,175 00
			2	New York	2	...do		2	1,950 tons coal	4,875 00
			1	St. Jago de Cuba	1	...do		1	400 tons coal	1,000 00
			1	Calcutta	1	...do		1	1,480 tons coal	3,700 00
			1	Point de Galle	1	...do		1	1,420 tons coal	3,550 00
			1	Genoa	1	...do		1	1,704 tons coal	4,260 00
			1	Alexandria	1	...do		1	916 tons coal	2,290 00
			3	Aden	3	...do		3	3,740 tons coal	11,700 00
	4	Liverpool	1	New York	1	General cargo		1	Put in, in distress	
			1	Rio de Janeiro	1	Ballast		1	1,600 tons coal	4,000 00
	6	Bristol	2	In port	2	...do		2	In port	
			2	New York	2	...do		2	2,340 tons coal	5,850 00
			1	Aden	1	...do		1	1,240 tons coal	3,100 00
			1	Muscat	1	...do		1	1,739 tons coal	4,340 00

			1	Aspinwall	1	do			1	520 tons coal	1,300 00
			1	In port	1	do			1	In port	
	5	Havre	2	Point de Galle	2	do			2	2,680 tons coal and patent fuel	7,525 00
			1	St. Jago de Cuba	1	do			1	345 tons coal	860 00
			1	Boston	1	do			1	400 tons coal	1,000 00
			1	New York	1	do			1	740 tons iron	22,200 00
	1	Milford Haven	1	Aden	1	do			1	1,380 tons coal	3,450 00
	1	Dublin	1	Leghorn	1	do			1	1,054 tons coal	2,635 00
	1	Teneriffe	1	Fayal	1	do			1	365 tons coal	912 00
	1	Bordeaux	1	New York	1	do			1	1,440 tons coal	3,600 00
	1	Nantes	1	In port	1	do			1	In port	
	1	Genoa	1	Genoa	1	do			1	1,340 tons coal	3,350 00
	1	Galway	1	In port	1	do			1	In port	
	1	Southampton	1	Cape de Verde	1	do			1	905 tons coal	2,260 00
	1	Hull	1	Montevideo	1	do			1	1,680 tons coal	4,200 00
	1	Amsterdam	1	do	1	do			1	900 tons coal	2,250 00
	1	Swansea	1	In port	1	Patent fuel			1	In port	
	1	Carthagena	1	Mauritius	1	Ballast			1	1,250 tons coal	3,125 00
	1	Cork	1	Sold	1	do			1	Sold, took English flag	
	53		53		53				53		121,597 00
Quarter ended June 30, 1863.†	10	In port	3	Rio Janeiro	10	Before reported			3	Coal	12,125 00
			1	Leghorn					1	Patent fuel	3,575 00
			1	Callao					1	Coal	3,625 00
			1	Panay					1	Coal	2,800 00
			2	Montevideo					2	Coal	6,320 00
			1	Simon's Bay					1	Coal	4,500 00
			1	New York					1	Coal	2,730 00
	2	Antwerp	1	Callao	1	Ballast			1	1,200 tons coal	3,000 00
			1	In port	1	do			1	In port	
	1	New York	1	Sold	1	Bacon, flour, staves	$40,000 00		1	Sold	
	3	Gloucester	1	St. Jago de Cuba	1	Ballast			1	490 tons coal	1,225 00
			1	Rio Janeiro	1	do			1	851 tons coal	2,075 00
			1	Cadiz	1	do			1	360 tons coal	900 00
	6	London	1	Genoa	1	do			1	1,191 tons coal, 50 crates	3,152 00
			1	New York	1	do			1	790 tons coal	1,950 00
			1	Cape de Verde	1	do			1	1,750 tons coal	3,375 00
			1	Bahia	1	do			1	1,650 tons coal	4,125 00
			1	Rio Janeiro	1	do			1	985 tons coal	2,465 00
			1	Naples	1	do			1	464 tons coal	1,160 00
	5	Bristol	2	New York	2	do			2	1,200 tons coal	3,000 00
										872 tons iron	26,160 00
			2	Rio Janeiro	2	do			2	3,160 tons coal	7,900 00
			1	In port	1	do			1	In port	

* Entered: 36 ships, 11 barks, 1 brig—48, and 5 in port. Cleared: 28 ships, 11 barks, 2 brigs, 2 sold—43, and 10 in port. Aggregate tonnage entered, 40,645.

† Entered: 24 ships, 6 barks, 1 brig, 2 schooners—33, and 10 in port. Cleared: 28 ships, 2 barks, 1 brig, 2 schooners, 4 sold—37, and 6 in port. Aggregate tonnage entered, 25,233.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
CARDIFF.										
C. D. Cleveland.										
Quarter ended June 30, 1863—Continued.	2	Bordeaux	1	Rio Janeiro	1	Ballast		1	1,700 tons coal	$4,050 00
			1	Callao	1	do		1	900 tons coal	2,250 00
	3	Liverpool	2	Genoa	2	do		2	1,060 tons coal	2,650 00
			1	Cronstadt	1	do		1	650 tons iron	19,500 00
	1	Greenock	1	St. Paul de Loando	1	do		1	1,200 tons coal	3,000 00
	2	St. Nazaire	1	Callao	1	do		1	1,286 tons coal	3,200 00
			1	Rio Janeiro	1	do		1	1,486 tons coal	3,715 00
	4	Havre	2	Sold	2	do		2	Sold	
			1	Point de Galle	1	do		1	1,200 tons coal	3,000 00
			1	In port	1	do		1	In port	3,000 00
	1	Dublin	1	New York	1	do		1	800 tons coal	2,000 00
	1	Kellybegs	1	Shanghai	1	do		1	1,441 tons coal	3,600 00
	1	Dunkirk	1	Sold	1	do		1	Sold	
	1	Plymouth	1	Aden	1	do		1	940 tons coal	2,350 00
	43		43		43		$40,000 00	43		145,477 00
Quarter ended September 30, 1863.*	6	In port	1	Montevideo	6	Before reported		6	Coal	37,100 00
			1	Rio de Janeiro						
			1	Aden						
			1	Bahia						
			1	Cronstadt						
			1	Hong Kong						
	11	London	1	Bermuda	1	Ballast		1	842 tons coal	2,105 00
			1	King George's Sd.	1	do		1	1,730 tons coal	4,250 00
			1	St. Paul de Loando	1	do		1	950 tons coal	2,735 00
			1	Gibraltar	1	do		1	1,600 tons coal	4,000 00
			2	New York	2	do		2	700 tons iron	21,000 00
									900 tons coal	2,250 00
			4	Singapore	4	do		4	5,731 tons coal	14,330 00
			1	In port	1	do		1	In port	

	4	Bristol	1	Aden	1	....do		1	1,274 tons coal	3,185 00
			1	New York	1	....do		1	1,680 tons iron	50,000 00
			2	In port	2	....do		2	In port	
	4	Havre	1	Barcelona	1	....do		1	830 tons coal	2,750 00
			1	Boston	1	....do		1	760 tons coal	2,100 00
			2	New York	2	....do		2	655 tons coal; 900 tons iron	28,640 00
	1	Plymouth	1	....do	1	....do		1	497 tons coal	1,242 00
	1	Dublin	1	Genoa	1	....do		1	700 tons iron	21,000 00
	1	Hamburg	1	Sold	1	....do		1	Sold	
	1	Almeria	1	In port	1	154 tons esparto	1,155 00	1	In port	
	1	Gloucester	1	Ancona	1	Ballast		1	370 tons iron	11,100 00
	1	Alicante	1	In port	1	....do		1	In port	
	2	Sydney	2	New York	2	....do		2	1,060 tons coal	2,650 00
									1,300 tons iron	39,000 00
	41		41		41		1,155 00	41		281,940 00
NEWPORT.										
J. N. Knapp.										
Quarter ended December 31, 1862.†	3	London	1	St. Thomas	1	Ballast		1	406 tons coal	11,015 00
			1	Havana	1	....do		1	319 tons coal	800 00
			1	Shanghai	1	....do		1	In port	
	3	Bristol	1	Bermuda	1	....do		1	610 tons coal	1,525 00
			1	Boston	1	....do		1	530 tons coal	1,325 00
			1	Cadiz	1	....do		1	220 tons coal	550 00
	1	Liverpool	1	Aspinwall	1	....do		1	745 tons coal	1,850 00
	1	Waterford	1	Rio de Janeiro	1	....do		1	In port	
	1	Gloucester	1	St. Thomas	1	....do		1	440 tons coal	1,100 00
	1	Bremen	1	Rio de Janeiro	1	....do		1	In port	
	1	Almeria	1	Tarragona	1	Grass fibre		1	....do	
	11		11		11			11		18,165 00
Quarter ended March 31, 1863.‡	1	Waterford	1	London	1	Ballast		1	850 tons coal	2,125 00
	1	Bremen	1	Rio de Janeiro	1	....do		1	1,700 tons coal	4,250 00
	1	Almeria	1	Tarragona	1	240 tons esparto	1,200 00	1	625 tons railway iron	18,750 00
	4	London	2	Shanghai	2	Ballast		2	1,850 tons coal, 1,680 tons railway iron.	8,360 00
			1	Point de Galle	1	....do		1	396 tons coal	990 00
			1	Sold	1	....do		1	Sold; took British flag	
	7		7		7		1,200 00	7		34,475 00

* Entered: 29 ships, 6 barks—35, and 6 in port. Cleared: 29 ships, 6 barks—35, 1 sold, and 5 in port. Aggregate tonnage entered, 35,310.
† Entered: 11 class not given. Cleared: 7 class not given, 4 in port. Aggregate tonnage entered, 5,952.
‡ Entered: 5 ships, 2 barks—7. Cleared: 4 ships, 2 barks—6, and 1 sold. Aggregate tonnage, 6,678.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
NEWPORT.										
J. N. Knapp.										
Quarter ended June 30, 1863.*	1	Liverpool	1	Hong Kong	1	Ballast		1	1,434 tons coal	$3,585 00
	1	Elba	1	Halifax	1	1,172 tons iron ore	$3,075 00	1	1,304 tons coal	3,260 00
	4	London	2	New York	4	Ballast		2	339 tons coal, 1,300 tons railroad iron.	39,857 00
			2	In port				2	In port	
	1	Falmouth	1	....do	1	....do		1	....do	
	1	Havre	1	....do	1	....do		1	....do	
	8		8		8		3,075 00	8		46,702 00
Quarter ended September 30, 1863.†	4	In port	2	Aden	4	Before reported		2	Sold	
			1	New York				1	1,456 tons coal	3,640 00
			1	Ascension				1	1,450 tons railroad iron	43,500 00
	1	Havre	1	New York	1	Ballast		1	923 tons railroad iron	27,690 00
	2	Liverpool	2	....do	2	....do		2	2,667 tons railroad iron	83,350 00
	2	Londonderry	2	....do	2	....do		2	2,704 tons railroad iron and 200 tons coal.	83,900 00
	1	Stettin	1	Tarragona	1	378 loads sleepers	5,670 00	1	383 tons coal	955 00
	1	St. Nazaire	1	Ascension	1	Ballast		1	985 tons coal	2,460 00
	1	Elba	1	Tarragona	1	453 tons iron ore	1,132 00	1	Sold	
	1	Bristol	1	Point de Galle	1	Ballast		1	Sold	
	13		13		13		6,802 00	13		245,495 00
GLOUCESTER.										
John Jones.										
Quarter ended December 31, 1862.‡	1	Sombero	1	Cardiff	1	1,200 tons guano	84,000 00	1	Ballast	
	1	St. John's, N. B.	1	....do	1	950 tons timber	38,000 00	1	....do	
	1	Buda	1	....do	1	9,600 bushels Indian corn	10,000 00	1	....do	

	1	New York	1	....do	1	14,470 bushels wheat	28,000 00	1	....do	
	4		4		4		160,000 00	4		
Quarter ended March 31, 1863.§	1	Eastport	1	Sold	1	244 standard deals	15,000 00	1	Sold	
	1	Balize	1	Sold	1	Mahogany	35,000 00	1	Sold	
	1	Onega	1	In port	1	216 standard deals	12,000 00	1	In port	
	1	New York	1	....do	1	15,000 bushels wheat	25,000 00	1	...do	
	4		4		4		87,000 00	4		
Quarter ended June 30, 1863.‖	2	In port	2	Cardiff	2	Before reported		2	Ballast	
Quarter ended September 30, 1863.¶	1	Portland	1	Cardiff	1	15,200 deals	9,120 00			
	1	Cronstadt	1	....do	1	11,700 deals	7,000 00	2	Ballast	
	2		2		2		16,120 00	2		
SWANSEA. *H. Morice.*										
Quarter ended December 31, 1862.**	1	Cork	1	Leghorn	1	Ballast		1	450 tons patent fuel	1,350 00
	1	London	1	Cadiz	1	....do		1	327 tons coal	815 00
	1	Liverpool	1	Leghorn	1	....do		1	1,000 tons patent fuel	3,000 00
	1	Dublin	1	Galway	1	....do		1	318 tons patent fuel	954 00
	1	Galway	1	Gibraltar	1	....do		1	355 tons coal	885 00
	5		5		5			5		7,004 00
Quarter ended March 31, 1863.††	1	In port	1	Aden	1	Before reported		1	943 tons coal, 25 tons fuel	2,500 80
	1	Antwerp	1	Aden	1	Ballast		1	1,756 tons coal	4,214 40
	1	London	1	Leghorn	1	....do		1	1,445 tons fuel	4,161 60
	3		3		3			3		10,876 80
Quarter ended June 30, 1863.‡‡	1	In port	1	Aden	1	Before reported		1	Coal	2,548 00
	1	Hondekliss	1	Bermuda	1	Copper ore	16,032 00	1	Coal	16,912 00
	2		2		2		16,032 00	2		19,460 00
Quarter ended September 30, 1863.		No report								

* Entered: 7 ships, 1 bark—8. Cleared: 3 ships, 1 bark—4, and 4 in port. Aggregate tonnage entered, 7,617.
† Entered: 9 ships, 4 in port. Cleared: 7 ships, 1 bark, 1 schooner—9, and 4 sold. Aggregate tonnage entered, 12,590.
‡ Entered and cleared: 2 ships, 1 brig, 1 bark—4. Aggregate tonnage entered, 2,257. § Entered: 4 ships. Cleared: 2 ships, 2 sold. Aggregate tonnage entered, 1,728.
‖ Entered: 2 (class not given) in port. Cleared: 2, class not given. Aggregate tonnage entered, 854. ¶ Entered and cleared: 2 barks. Aggregate tonnage, 735.
** Entered and cleared: 3 brigs, 1 schooner, 1 ship. Aggregate tonnage entered, 2,193. †† Entered: 2 ships, and 1 in port. Cleared: 3 ships. Aggregate tonnage entered, 2,675.
‡‡ Entered: 1 bark, and 1 in port. Cleared: 1 bark, 1 ship—2. Aggregate tonnage entered, 371.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
MILFORD HAVEN.										
A. B. Harris, Consular Agent.										
Quarter ended December 31, 1862.	1	Maulmain	1	Cardiff	1	Teak timber	$55,000 00	1	Ballast	
Quarter ended March 31, 1863.		No report								
Quarter ended June 30, 1863.		No report								
Quarter ended September 30, 1863.		No report								
FALMOUTH.										
Alfred Fox.										
Quarter ended December 31, 1862.*	1	In port	1	Gloucester	1	Before reported		1	Same as inward cargo	
	5	Rangoon	2	London	2	2,900 tons rice, 275 bales cotton		2	do do	
			2	Liverpool	2	2,800 tons rice		2	do do	
			1	Bremen	1	850 tons rice, 705 bags cutch, 260 bales cotton.		1	do do	
	5	Akyab	2	London	2	1,700 tons rice		2	do do	
			1	Antwerp	1	1,300 tons rice		1	do do	
			2	Liverpool	2	2,700 tons rice		2	do do	
	1	St. Jago de Cuba	1	London	1	280 tons sugar, 22 barrels copper ore.		1	do do	
	1	Newport	1	St. Thomas	1	440 tons coal		1	do do	
	1	Manzanilla	1	Chatham	1	250 tons mahogany, 250 tons cedar.		1	do do	
	5	Maulmain	1	Glasgow	1	1,102 tons teak-wood		1	do do	
			1	Pembroke	1	967 tons teak-wood		1	do do	
			1	Sheerness	1	493 tons teak-wood		1	do do	
			1	Davenport	1	1,126 tons teak-wood		1	do do	

	2	Bassein	1	In port	1	1,446 tons teak-wood		1	In port	
			1	Amsterdam	1	750 tons rice		1	Same as inward cargo	
			1	London	1	1,900 tons rice		1	....do....do	
	1	Mauritius	1	Bremerhaven	1	800 tons rice		1	....do....do	
	22		22		22			22		
Quarter ended March 31, 1863.†	1	In port	1	London	1	Before reported		1	Same as inward cargo	
	1	Batavia	1	Bremen	1	1,115 tons rice		1	....do....do	
	2	Akyab	1	Liverpool	1	1,500 tons rice		1	....do....do	
			1	Antwerp	1	750 tons rice		1	....do....do	
	1	Sunderland	1	Singapore	1	1,600 tons coal		1	....do....do	
	1	Java	1	Rotterdam	1	560 tons sugar and coffee		1	....do....do	
	1	London	1	New York	1	450 tons general cargo		1	....do....do	
	1	Calcutta	1	London	1	900 tons linseed		1	....do....do	
	3	Rangoon	1	Antwerp	1	1,000 tons rice		1	....do....do	
			1	Havre	1	950 tons rice		1	....do....do	
			1	Not known	1	900 tons rice		1	In port	
	1	Callao	1	....do	1	1,500 tons guano		1	....do	
	12		12		12			12		
Quarter ended June 30, 1863.‡	2	In port	1	Newport	2	Before reported		2	Ballast	
			1	Amsterdam						
	1	Philadelphia	1	Liverpool	1	2,905 barrels petroleum		1	Same as inward cargo	
	1	Trinidad	1	Greenock	1	250 tons sugar		1	....do....do	
	1	Sagua	1	Bristol	1	600 tons sugar		1	....do....do	
	5		5		5			5		
Quarter ended September 30, 1863.§	2	Rangoon	2	London	2	1,100 tons rice, 280 gallons oil		2	Inward cargo	
	4	Akyab	1	Antwerp	1	1,700 tons rice		1	....do	
			1	Liverpool	1	1,500 tons rice		1	....do	
			1	Havre	1	1,000 tons rice		1	....do	
			1	In port	1	1,150 tons rice		1	In port	
	6		6		6			6		
PLYMOUTH. *T. W. Fox.*										
Quarter ended December 31, 1862.‖	1	Baltimore	1	Rotterdam	1	Tobacco and sundries		1	In port for repairs	

* Entered: 16 ships, 2 brigs, 3 barks—21, and 1 in port. Cleared: 15 ships, 3 barks, 3 brigs—21, and 1 in port. Aggregate tonnage entered, 17,174 71-95.
† Entered: 9 ships, 2 barks—11, and 1 in port. Cleared: 8 ships, 1 bark, 1 class not given—10, and 2 in port. Aggregate tonnage entered, 8,977 91-95.
‡ Entered: 1 ship, 1 bark, 1 brig—3, and 2 in port. Cleared: 2 ships, 2 barks, 1 brig—5. Aggregate tonnage entered, 1,341 57-95.
§ Entered: 5 ships, 1 brig—6. Cleared: 4 ships, 1 brig—5, and 1 in port. Aggregate tonnage entered, 4,564 88-95. ‖ Entered: 1 ship. 1 ship in port. Tonnage, 550.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
PLYMOUTH.										
T. W. For.										
Quarter ended March 31, 1863.*	1	In port	1	Rotterdam	1	Before reported		1	Put in for repairs	
	1	Maulmain	1	In port	1	Teak-wood	$55,968 00	1	In port	
	1	New York	1	do	1	Wheat and flour	42,680 00	1	do	
	3		3		3		98,648 00	3		
Quarter ended June 30, 1863.†	2	In port	1	Sold				1	Sold	
			1	New York	2	Before reported		1	Ballast	
	1	Sagua la Grande	1	Cardiff	1	670 tierces sugar	69,144 00	1	do	
	3		3		3		69,144 00	3		
Quarter ended September 30, 1863.‡	1	New York	1	Cardiff	1	Wheat	20,352 00	1	Ballast	
NEWCASTLE-ON-TYNE.										
J. H. McChesney.										
Quarter ended December 31, 1862.§	2	In port	2		2	Before reported		2		
	1	Antwerp	1	New York	1	Ballast		1	760 tons coal and chemicals	$3,375 00
	1	Linn	1	Cette	1	do		1	225 tons coal	395 00
	6	London	1	Boston	1	do		1	243 tons coal	430 00
			2	Providence	2	do		2	998 tons coal	1,745 00
			2	New York	2	do		2	1,093 tons coal	6,000 00
			1	Genoa	1	do		1	1,575 tons coal	2,760 00
	1	Hull	1	Maranham	1	do		1	628 tons coal	1,100 00
	1	Grimsby	1	Lisbon	1	do		1	695 tons coal	1,220 00
	1	Bergen	1	Barcelona	1	do		1	400 tons coal	700 00
	1	Rotterdam	1	Rio Janeiro	1	do		1	978 tons coal and coke	2,215 00
	14		14		14			14		19,940 00

Quarter ended March 31, 1863.‖	6	London	2	Alexandria	2	Ballast		2	750 tons iron and coke	5,000 00
									760 tons coal	1,330 00
			1	Boston	1	....do		1	300 tons coal	525 00
			1	Hong Kong	1	....do		1	1,116 tons coal	1,980 00
			1	Naples	1	....do		1	776 tons coal	1,360 00
			1	Kurrachee	1	....do		1	593 tons coal	995 00
	1	Antwerp	1	New Zealand	1	....do		1	985 tons coal	1,725 00
	1	Hamburg	1	New York	1	....do		1	1,000 tons coal and chemicals	5,325 00
	1	Aberdeen	1	Hong Kong	1	....do		1	1,307 tons coal	2,290 00
	1	Pomeron	1	Sold	1	Copper ore		1	Sold	.....
	10		10		10			10		20,530 00
Quarter ended June 30, 1863.¶	1	Hamburg	1	New York	1	Ballast		1	1,500 tons coal	2,625 00
	2	London	2	Cronstadt	2	....do		2	1,571 tons coal	2,755 00
	1	Antwerp	1	Sold	1	....do		1	Sold	.....
	1	Banff	1	Dantzic	1	Timber		1	231 tons coal	400 00
	1	Bordoe	1	Cronstadt	1	Ballast		1	605 tons coke and brick	5,000 00
	1	Amsterdam	1	....do	1	....do		1	635 tons coal	1,110 00
	1	Inverness	1	Salem	1	....do		1	763 tons coal	1,335 00
	1	Aberdeen	1	Rio Janeiro	1	....do		1	889 tons coal and coke	3,670 00
	9		9		9			9		16,895 00
Quarter ended September 30, 1863.**	2	London	1	Cronstadt	1	Ballast		1	670 tons coal	9,795 00
			1	Boston	1	....do		1	371 tons coal	
	1	Yarmouth	1	Malma	1	....do		1	200 tons coal	
	1	Berwick	1	Cadiz	1	....do		1	357 tons coal	
	1	Pomeron	1	Cronstadt	1	210 barrels copper ore		1	Fire bricks, soda, and cement	
	1	Aberdeen	1	Harfleur	1	Ballast		1	130 tons coal	
	1	Hamburg	1	New York	1	....do		1	836 tons coal	
	1	Havre	1	....do	1	....do		1	456 tons coal	
	8		8		8			8		9,795 00
PORTSMOUTH.										
Year ended September 30, 1863.	.....	No arrivals	.....	.....	.....	.....	.....	.....	.....	.....
WEYMOUTH.										
Year ended September 30, 1863.	.....	No arrivals	.....	.....	.....	.....	.....	.....	.....	.....

* Entered: 1 ship, 1 bark, and 1 in port. Cleared: 1 ship, and 2 in port. Aggregate tonnage entered, 1,669.
† Entered: 1 bark, and 2 in port. Cleared: 2 barks, and 1 sold. Aggregate tonnage entered, 528. ‡ Entered and cleared: 1 bark. Tonnage, 420.
§ Entered: 5 ships, 3 schooners, 1 brig, 3 barks—12, and 2 in port. Cleared: 6 ships, 4 barks, 3 schooners, 1 brig—14. Aggregate tonnage entered, 659.
‖ Entered: 6 ships, 4 barks—10. Cleared: 6 ships, 3 barks, 1 sold—10. Aggregate tonnage entered, 6,950.
¶ Entered: 3 ships, 1 schooner, 1 brig, 4 barks—9. Cleared: 2 ships, 1 schooner, 1 brig, 4 barks, 1 sold—9. Aggregate tonnage entered, 5,160.
** Entered and cleared: 3 barks, 3 schooners, 1 brig, 1 ship—8. Aggregate tonnage, 2,674.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
GLASGOW.										
W. L. Underwood.										
Quarter ended December 31, 1862.*	1	Cardenas	1	Glasgow	1	525 hhds. & 177 tierces molasses		1	In port	
	17	New York	15	....do.	15	General cargoes, wheat, flour, cheese, breadstuffs, provisions.	$265,004 00	2	Not stated	
						22 pkgs. grease, 260,095 bushels wheat, 9,513 bbls. flour, 9,600 staves, 174 tierces lard, 1,150 boxes cheese.	412,114 00	13	650 tons cast-iron railroad sleepers, 153¾ metallic bars, linens, jutes, cottons, spirits, pig iron, coals, tobacco pipes, empty bags, bleaching powder, soda, crystals, beer, rags.	$132,212 00
			2	In port	2	53,529 bushels wheat, 1,111 bbls. flour, 65 tons logwood, 25 pkgs. machinery and provisions.	110,000 00	2	In port	
	2	Philadelphia	2	Glasgow	2	10,137 bushels wheat, 170 bbls. flour, 103 bags timothy, 230 bbls. petroleum oil.	72,359 00	2	Not stated	
	1	Maulmain	1	In port	1	Timber		1	In port	
	2	Belfast	2	Glasgow	1	Ballast		1	Cast-iron railroad sleepers, &c.	19,195 00
					1	17,000 bushels corn and wheat	17,000 00	1	Not stated	
	2	Londonderry	2	....do.	1	Ballast				
					1	34,000 bushels corn, 151 bbls. flour.	34,150 00	2	Not stated	
	1	Huelva	1	In port	1	500 tons mineral ore	12,500 00	1	In port	
	26		26		26		923,127 00	26		151,407 00
Quarter ended March 31, 1863.†	5	In port	2	New York		Not stated		2	1,498 tons pig iron	19,845 00
									1,005 yards plain linen	255 00
									Sundries	2,000 00
			1	Sold		....do.		1	Sold; took British flag	
			1	Wrecked		....do.		1	Wrecked	

			1	Kurrachee		....do.		1	500 tons cast-iron sleepers 48¼ tons malleable iron tie bars Sundries	10,000 00 1,690 00 100 00
	3	Driven back	2 1	New York Madras	3	Before reported		3	Before reported	
	6	New York	4	New York	4	10,150 bbls. flour, 2,313 bags Indian corn, 62,000 staves and sundries, 22,000 hhds. staves, 137 barrels lard and pork, 15,667 bush. wheat, 974 boxes cheese, 6,003 bushels peas, 350 barrels bacon and lard, 1,274 bags wheat, 17,238 bbls. Indian corn.	220,440 00	3 1	69,545 yds. linens, 21,753 yds. jutes, 1,150 tons pig iron, boxes spirits, carpeting, jute, linens, pig iron, tobacco pipes, rags. In port	42,835 00
			1	Cronstadt	1	Breadstuffs, &c.	39,540 00	1	....do.	
			1	Cardiff	1	1,137 tons guano	27,500 00	1	....do.	
	1	Eastport	1	Eastport	1	Deals		1	Ballast	
	1	Dublin	1	Genoa	1	Ballast		1	653 tons pig iron	10,000 00
	1	Antwerp	1	Madras	1	....do.		1	1,475 tons cast-iron sleepers, 31 tons wrought iron, 4¼ tons malleable iron, 26 boxes pipes.	31,665 00
	1	Maulmain	1	New York	1	675 logs teak timber		1	Ballast	
	1	Philadelphia	1	....do.	1	3,510 bbls. petroleum	91,260 00	1	In port	
	19		19		19		378,740 00	19		118,390 00
Quarter ended June 30, 1863.‡	4	In port	2 1	New York Cronstadt	4	Before reported		2 1	Not reported 202 iron gas-pipes, bricks, and 142 tons coal.	6,300 00
			1	Cardiff				1	Ballast	
	4	New York	3	New York	4	2,140 bbls. flour, wheat, breadstuffs, 12,000 staves, 50 boxes tobacco, 60 tierces lard, Indian corn, 11,400 bbls. provisions, implements.	161,820 00	3	1 bbl. oatmeal, 674 tons coal, empty bbls., pig iron, bags, 23,200 yards linen, spirits, beer, bleaching powder.	20,350 00
			1	In port				1	In port	
	1	Capetown	1	Sold	1	Teak timber, cutch, &c.	60,000 00	1	Sold	
	1	Sein	1	Sold	1	250 tons sulphur, 60 tons corkwood, 4 bags cork.		1	Sold	
	1	Trinidad	1	Belfast, Maine	1	240 tons sugar, 23 tierces honey	56,500 00	1	Ballast	
	1	Matanzas	1	In port	1	1,999 hhds., 233 tierces, and 71 bbls. molasses.	42,000 00	1	In port	
	12		12		12		320,320 00	12		26,650 00

* Entered: 11 barks, 15 ships—26. Cleared: 10 barks, 11 ships—21, and 5 in port. Aggregate tonnage entered, 17,132.
† Entered: 10 ships, 4 barks—14, and 5 in port. Cleared: 10 ships, 3 barks, 1 sold, 1 wrecked—15, and 4 in port. Aggregate tonnage entered, 10,795.
‡ Entered: 5 ships, 2 barks, 1 brig—8, and 4 in port. Cleared: 2 ships, 1 bark, 1 brig, 4 class not given—8, 2 sold and 2 in port. Aggregate tonnage entered, 5,649.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
GLASGOW.										
W. L. Underwood.										
Quarter ended September 30, 1863.*	2	In port	1	New York	2	Before reported		1	Sugar of lead, &c.	$10,000 00
			1	Madras				1	1,910 railway	3,800 00
	6	New York	4	New York	4	Wheat, flour, grain, provisions	$275,000 00	4	Sugar of lead, minerals, pig iron, spirits, coal, wool, pipes, boxes, polish'g stones.	35,700 00
			1	Sold	1	5,280 barrels flour, &c.	46,520 00	1	Sold	
			1	Genoa	1	1,344 bbls. flour, 7,700 bushels wheat, 9,221 bushels Indian corn, 24,000 staves.	26,790 00	1	Ballast	
	2	Calais, Me.	1	New Bedford	1	10,600 deals	1,000 00	1	....do.	
			1	In port	1	Deals	6,500 00	1	In port	
	1	Buenos Ayres	1	Genoa	1	371 tons bone and bone ashes	10,212 00	1	Not reported	
	2	Londonderry	1	Madras	1	Ballast		1	Railroad sleepers, &c.	
			1	Genoa	1	....do.		1	Coal and iron	
	1	Maulmain	1	In port	1	597 logs and 220 plank teak timber.		1	In port	
	1	Callao	1	....do.	1	2,000 tons guano	20,400 00	1	....do.	
	15		15		15		386,422 00	15		49,500 00
LEITH.										
N. McLachlan.										
From June 30, 1862, to June 30, 1863.†	3	Callao	1	Aberdeen	1	1,700 tons guano	281,315 00	1	200 tons not stated	
			2	Madras	2	3,150 tons guano		2	3,130 tons railway chairs	60,600 00
	1	Ibrail	1	Middleborough	1	2,000 quarters barley	10,600 00	1	Ballast	
	4		4		4		291,915 00	4		60,600 00
Quarter ended September 30, 1863.†	1	Buenos Ayres	1	Boston	1	1,000 tons bone and boneash	23,909 60	1	800 tons coal and iron	2,321 20

DUBLIN.										
H. B. Hammond.										
Quarter ended December 31, 1862.§	4	New York	1	Rio de Janeiro	1	22,202 bushels grain		1	Ballast	
			1	New York	1	5,000 bushels wheat		1	....do	
			2	In port	2	5,670 quarters Indian corn		2	In port	
	1	Sulina	1	Swansea	1	3,700 quarters wheat		1	Ballast	
	1	Baltimore	1	....do	1	500 bbls. flour, 1,250 qrs. wheat		1	....do	
	1	Callao	1	In port	1	1,600 tons guano		1	In port	
	1	Portland	1	....do	1	13,472 deals, 862 ends, 10,375 palings, 96,800 laths.		1	....do	
	8		8		8			8		
Quarter ended March 31, 1863.‖	1	Callao	1	Sold	1	1,600 tons guano		1	Sold	
	1	Portland	1	Cardiff	1	Timber		1	Ballast	
	4	New York	1	Havana	1	Grain		1	....do	
			1	Ardrossan	1	Grain		1	....do	
			1	Cardiff	1	2,000 quarters wheat and corn		1	In port	
			1	In port	1	3,400 quarters corn		1	....do	
	6		6		6			6		
Quarter ended June 30, 1863.		No report								
Quarter ended September 30, 1863.		No report								
BELFAST.										
J. Young.										
Quarter ended December 31, 1862.¶	5	New York	2	New York	2	Flour and corn	50,400 00	2		
			2	Troon	2	32,000 bushels wheat	48,000 00	2		
						Corn	18,150 00			
			1	Glasgow	1	Wheat	31,000 00	1		
	1	Baltimore	1	Cardiff	1	19,000 bushels corn	21,375 00	1		
	6		6		6		168,925 00	6		
Quarter ended March 31, 1863.**	2	New York	2	Belfast	2	2,274 tons corn	80,000 00	2	Scrap iron	2,500 00

* Entered: 13 class not given—2 in port. Cleared: 11 class not given—1 sold, 3 in port. Average tonnage entered, 8,923.
† Entered: 3 ships, 1 bark—4. Cleared: 2 ships, 1 bark—3, 1 in port. Aggregate tonnage entered, 3,821 65-95.
‡ Entered and cleared: 1 ship. Tonnage, 646.
§ Entered: 3 ships, 4 bark , 1 brig. Cleared: 2 ships, 1 bark, 1 brig, and 4 in port. Aggregate tonnage entered, 4,950.
‖ Entered: 2 ships, 4 barks. Cleared: 1 ship, 3 barks, and 2 in port. Aggregate tonnage entered, 4,297.
¶ Entered and cleared: 1 ship, 5 barks. Aggregate tonnage, 2,935.
** Entered and cleared: 2 ships. Aggregate tonnage entered, 1,743.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.*		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
BELFAST.										
J. Young.										
Quarter ended June 30, 1863.*	1	Baltimore	1	Belfast	1	4,998 barrels flour, 122 bushels corn, 900 pounds bacon.	$30,000 00	1	Ballast	
	1	Philadelphia	1	....do	1	1,279 barrels flour, 270 tons wheat, 190 tons maize.	25,000 00	1	Passengers	
	1	New York	1	....do	1			1	In port	
	3		3		3		55,000 00	3		
Quarter ended September 30, 1863.†	1	New York	1	Belfast	1	A gift of flour		1	160 passengers, passage paid by Mr. Stewart, of New York.	
LONDONDERRY.										
A. Henderson.										
Quarter ended December 31, 1862.‡	1	In port	1	New York	1	Before reported		1	Ballast, (clay)	
	6	New York	3	....do	3	28,165 bushels and 770 tons corn, 4,272 barrels flour, rosin, Indian corn, flour, and wheat.	84,549 96	3	....do	
			2	Tagoon	2	880 barrels flour, Indian corn, flour.	49,174 40	2	....do	
			1	In port	1	Indian corn, wheat	24,911 48	1	In port	
	1	Sunderland	1	Singapore	1	1,800 tons coal	4,840 00	1	....do	
	1	Baltimore	1	Ardrossan	1	Wheat	19,360 00	1	Ballast	
	9		9		9		182,833 84	9		
Quarter ended March 31, 1863.§	2	In port	1 1	Singapore Not stated	2	Before reported		1 1	1,800 tons coal	$4,840 00

	1	New York	1	In port	1	Not stated		1	In port	
	3		3		3			3		4,840 00
Quarter ended June 30, 1863.‖	1 3	In port New York	1 3	New York ....do	} 4	General cargo, corn, &c	118,500 00	4		
	4		4		4		118,500 00	4		
Quarter ended September 30, 1863.¶	6	New York	4	Cardiff	4	Flour and Indian corn	169,372 84	4	Clay ballast	
			1	Newport	1	....do.....do	42,371 28	1	....do	
			1	Ardrossan	1	....do.....do	36,300 00	1	....do	
	1	Callao	1	Troon	1	950 tons guano	58,080 00	1	....do	
	7		7		7		306,124 12	7		
WATERFORD. *J. Williams.*										
Quarter ended December 31, 1862.**	2	Soulina	2	Waterford	2	10,300 —— maize	77,250 00	2	Ballast	
2d, 3d, and 4th quarters		No report								
WATERFORD. *J. Williams.*										
Quarter ended December 31, 1862.**	2	Sulina	2	Waterford	2	10,300 —— maize	74,778 00	2	Ballast	
2d, 3d, and 4th quarters		No report								

* Entered: 1 ship, 2 barks. Cleared: 1 ship, 1 bark, and 1 in port. Aggregate tonnage entered, 1,473.
† Entered and cleared: 1 bark. Tonnage, 368.
‡ Entered: 8 class not given, in port 1. Cleared: 7 class not given, in port 2. Aggregate tonnage entered, 5,747.
§ Entered: 1 class not given, and 2 in port. Cleared: 2 class not given, and 1 in port. Tonnage, 1,183.
‖ Entered: 3 class not given, and 1 in port. Cleared: 4 class not given. Aggregate tonnage entered, 3,845.
¶ Entered and cleared: 7 class not given. Aggregate tonnage entered, 5,976.
** Entered and cleared: 2 class not given. Aggregate tonnage entered, 1,394 70-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
GIBRALTAR.										
H. J. Sprague.										
Quarter ended December 31, 1862.*	2	New York	1	Malta	1	Flour, &c		1	Alcohol, &c	
			1	Leghorn	1	Flour, alcohol, &c		1	....do	
	3	Baltimore	1	Valencia	1	Tobacco		1	Tobacco	
			1	Cadiz	1	....do		1	....do	
			1	Malaga	1	Tobacco, staves		1	Staves	
	1	Boston	1	....do	1	Flour		1	Ballast	
	2	New Orleans	1	Barcelona	1	Staves		1	Staves	
			1	Cork	1	Barley		1	Barley	
	1	Galatz	1	Groningen	1	Grain		1	Grain	
	1	Beyroot	1	Boston	1	Wool		1	Wool	
	1	Malaga	1	....do	1	Fruit		1	Fruit	
	1	Scalanova	1	New York	1	Wool		1	Wool	
	1	Messina	1	....do	1	Fruit		1	Fruit	
	1	Malta	1	Boston	1	Marble, &c		1	Marble, &c	
	2	Smyrna	1	....do	1	Rags, &c		1	Rags, &c	
			1	New York	1	....do		1	....do	
	1	Palermo	1	Philadelphia	1	Fruit		1	Fruit	
	1	Alicante	1	New York	1	Licorice, nuts, &c		1	Licorice, nuts, &c	
	1	Cardiff	1	Leghorn	1	Railroad iron		1	Railroad iron	
	1	Marseilles	1	New York	1	General cargo		1	General cargo	
	3	Leghorn	2	....do	3	Marble, rags, &c		3	Marble, rags, &c	
			1	Boston						
	23		23		23			23		
Quarter ended March 31, 1863.†	6	New York	3	Malta	3	Flour, tobacco, &c		3	Flour, tobacco, alcohol	
			1	Messina	1	Flour, nails		1	Nails	
			1	Naples	1	Flour, lard		1	Ballast	
	1	Boston	1	Genoa	1	Flour, &c		1	Alcohol	
			1	Malaga	1	Alcohol, staves		1	Staves	

	3	Messina	2	Boston	2	Fruit		2	Fruit		
			1	New York	1	Fruit		1	Fruit		
	1	Catania	1	....do	1	Oil, &c		1	Oil, &c		
	1	Malta	1	....do	1	Fruit, &c		1	Fruit, &c		
	1	Leghorn	1	....do	1	Marble, rags, &c		1	Marble, rags, &c		
	1	Swansea	1	Pomeron	1	Flour, &c		1	Ballast		
	3	Palermo	1	Philadelphia	1	Fruit, &c		1	Fruit, &c		
			2	New York	2	Fruit		2	Fruit		
	1	Cardiff	1	Leghorn	1	Railroad iron		1	Railroad iron		
	1	Malaga	1	Pomeron	1	Ballast		1	Ballast		
	1	Sumatra	1	Marseilles	1	Pepper		1	Pepper		
	20		20		20			20			
Quarter ended June 30, 1863.†	4	Messina	1	Philadelphia	1	Fruit		1	Fruit		
			1	Boston	1	Fruit		1	Fruit		
			2	New York	2	Fruit		2	Fruit		
	1	Boston	1	Marseilles	1	Logwood, &c		1	Logwood, &c		
	1	Tarragona	1	Huelva	1	Ballast		1	Ballast		
	1	Catania	1	New York	1	Fruit and sulphur		1	Fruit and sulphur		
	2	Malaga	1	....do	1	Fruit		1	Fruit		
			1	Callao	1	Ballast		1	Ballast		
	1	Smyrna	1	New York	1	Rags		1	Rags		
	1	Leghorn	1	Boston	1	Rags and marble		1	Rags and marble		
	11		11		11			11			
Quarter ended September 30, 1863.§	1	Callao	1	Valencia	1	Guano		1	Guano		
	2	Leghorn	1	Liverpool	1	Marble, &c		1	Marble, &c		
			1	Boston	1	....do		1	....do		
	2	Valencia	2	Callao	2	Ballast		2	Ballast		
	1	Elba	1	Newport	1	Iron ore		1	Iron ore		
	1	Genoa	1	Philadelphia	1	Marble, &c		1	Marble, &c		
	2	Boston	1	Malaga	1	Flour		1	Ballast		
			1	Marseilles	1	Alcohol, &c		1	Alcohol		
	1	Beirût	1	Boston	1	Ballast		1	Ballast		
	1	Barcelona	1	Rangoon	1	....do		1	....do		
	1	Palermo	1	Boston	1	Fruit, sumac		1	Fruit, sumac, &c		
	12		12		12			12			

* Entered and cleared: 5 ships, 10 barks, 8 brigs—23. Aggregate tonnage entered, 9,852 64-95.
† Entered and cleared: 2 ships, 14 barks, 4 brigs—20. Aggregate tonnage entered, 7,076 88-95.
‡ Entered and cleared: 1 ship, 4 barks, 6 brigs—11. Aggregate tonnage entered, 4,289 39-95.
§ Entered and cleared: 4 ships, 8 barks—12. Aggregate tonnage entered, 7,196 9-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
ST. HELENA.										
G. Gerard.										
Quarter ended December 31, 1862.*	4	Whaling	4	Whaling	4	965 barrels sperm oil	$43,000 00	4	Same as inward cargo	$43,000 00
	6	Calcutta	2	Boston	6	General cargo	500,000 00	6	do	500,000 00
			4	Falmouth						
	8	Maulmain	7	do	8	Timber and rice	576,000 00	8	do	576,000 00
			1	Lisbon						
	1	Akyab	1	Falmouth	1	Rice	75,000 00	1	do	75,000 00
	1	Kutchapatan	1	New York	1	Castor oil seed	20,000 00	1	do	20,000 00
	1	Mauritius	1	Falmouth	1	Rice	25,000 00	1	do	25,000 00
	1	Java	1	Amsterdam	1	Sugar	75,000 00	1	do	75,000 00
	22		22		22		1,314,000 00	22		1,314,000 00
Quarter ended March 31, 1863.†	3	Rangoon	3	Falmouth	3	Rice	180,000 00	3	Same as inward cargo	180,000 00
	16	Whaling	11	Whaling	11	5,715 bbls. sperm and whale oil, 8 bullocks, 3,000 lbs. whalebone.	233,500 00	9	do	158,000 00
								1	1,800 bbls. sperm and whale oil.	70,000 00
								1	Stores and whaling equipments	
			2	New Bedford	2	3,500 bbls. sperm and whale oil.	130,000 00	2	Same as inward cargo	130,000 00
			1	Fair Haven	1	850 barrels sperm oil	40,000 00	1	Same as inward, and 3,000 lbs. whalebone.	55,000 00
			1	Westport	1	800 barrels sperm oil	40,000 00	1	Same as inward	40,000 00
			1	In port	1	700 barrels sperm oil	35,000 00	1	In port	
	2	Calcutta	1	London	1	General cargo	75,000 00	1	Same as inward cargo	75,000 00
			1	Boston	1	do	250,000 00	1	do	250,000 00
	1	Maulmain	1	Falmouth	1	Rice	75,000 00	1	do	75,000 00
	1	Pernambuco	1	Whaling	1	45 barrels sperm oil	6,000 00	1	do	6,000 00
	1	Hondekliss	1	Swansea	1	Copper ore	50,000 00	1	do	50,000 00
	1	Loando	1	Salem	1	General cargo	30,000 00	1	do	30,000 00
	1	Rio Grande	1	Rio Grande	1	81 heads horses and cattle	4,000 00	1	Ballast	
	1	Macao	1	New York	1	General cargo	300,000 00	1	Same as inward cargo	300,000 00
	1	Manila	1	Liverpool	1	Sugar and hemp	100,000 00	1	do	100,000 00

	1	Amoy	1	New York	1	Tea	700,000 00	1	do	700,000 00
	1	Wampoa	1	do	1	Matting, &c.	50,000 00	1	do	50,000 00
	2	Little Fish bay	1	New Bedford	1	700 barrels sperm oil	30,000 00	1	do	30,000 00
			1	Whaling	1	20 barrels sperm oil	800 00	1	do	800 00
	32		32		32		2,329,300 00	32		2,299,800 00
Quarter ended June 30, 1863.‡	1	In port	1	Westport	1	Before reported		1	700 barrels sperm oil	25,000 00
	14	Whaling	10	Whaling	1	2,597 barrels sperm oil	125,000 00	10	Part of inward cargo	56,000 00
			1	Sag Harbor	1	180 barrels sperm oil	14,000 00	1	Same as inward cargo	14,000 00
			2	In port	2	735 barrels sperm oil	35,000 00	2	In port	
			1	Abandoned	1	300 barrels sperm oil	8,000 00	1	Abandoned	
	2	Akyab	2	Falmouth	2	Rice	60,000 00	2	Same as inward cargo	60,000 00
	1	Loando	1	In port	1	General cargo	7,000 00	1	In port	
	1	Rangoon	1	Falmouth	1	Rice	30,000 00	1	Same as inward cargo	30,000 00
	1	Shanghai	1	Liverpool	1	Rice	40,000 00	1	do	40,000 00
	2	Bassein	2	Falmouth	2	Rice	75,000 00	2	do	75,000 00
	22		22		22		394,000 00	22		300,000 00
Quarter ended September 30, 1863.§	3	In port	2	Whaling	3	Before reported		2	180 barrels sperm oil	35,000 00
			1	Loando				1	General cargo	2,000 00
	3	Rangoon	3	Falmouth	3	Rice and timber	125,000 00	3	Inward cargoes	125,000 00
	2	Akyab	2	do	2	Rice	100,000 00	2	do	100,000 00
	3	Whaling	1	Edgartown	1	1,300 barrels sperm oil, 1,000 pounds whalebone.	80,000 00	3	do	105,000 00
			2	Whaling	2	521 barrels sperm oil	25,000 00			
	2	Calcutta	1	Boston	1	General cargo	80,000 00	1	do	80,000 00
	*		1	London	1	Linseed	100,000 00	1	do	100,000 00
	1	New London	1	Desolation	1	General cargo	8,000 00	1	Ballast	
	1	Bassein	1	Falmouth	1	Rice	75,000 00	1	Inward cargo	75,000 00
	1	Sag Harbor	1	United States	1	General cargo	7,000 00	1	Ballast	
	1	Capetown	1	New York	1	Wool	150,000 00	1	Inward cargo	150,000 00
	1	Shanghai	1	do	1	Cotton	300,000 00	1	do	300,000 00
	1	Whampoa	1	do	1	Tea and cotton	200,000 00	1	do	200,000 00
	19		19		19		1,250,000 00	19		1,272,000 00

* Entered and cleared: 15 ships, 6 barks, 1 brig—22. Aggregate tonnage entered, 15,539.
† Entered: 12 ships, 19 barks, 1 schooner—32. Cleared: 12 ships, 18 barks, 1 schooner—31, and 1 in port. Aggregate tonnage entered, 14,182.
‡ Entered: 12 barks, 7 ships, 2 brigs—21, and 1 in port. Cleared: 11 barks, 6 ships, 1 brig, 1 abandoned—19, and 3 in port. Aggregate tonnage entered, 8,638.
§ Entered: 9 ships, 5 barks, 2 schooners—16, and 3 in port. Cleared: 10 ships, 6 barks, 1 brig, 2 schooners—19. Aggregate tonnage entered, 8,466.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS										
SIERRA LEONE.										
H. Rider.										
Quarter ended December 31, 1862.	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended March 31, 1863.[a]	8	Boston	1 3 2 1 1	Melicimie river... Boston ..... Sherbro ..... Sold ..... In port.....	8	341 hhds. tobacco, 202 M shingles, 57½ bbls. salt provisions, 175 half bbls. sugar, 40 nests and 24 doz. trunks, 580 bbls. bread, 25 boxes cotton cards, 65 bxs. candles, 2 platform scales, 120,399 ft. boards, 4 cases and 200 kegs crackers, 92 pipes and 2,000 bbls. rum, 244 bbls. and 20 half bbls. flour, 47 oil shooks, 30 bedsteads, 20 nests tubs, 20 doz. pails, 500 bbls. herring, 3 casks butter, 25 cases cider, 650 oars, 50 boxes haddock, 75 kits fish, 150 bbls. and 10 half bbls. mackerel, 62 half bbls. pork, 39 packages wooden ware, 9 coils manilla, 30 pails lard, 5 cases hats, 104 packages furniture.	$156,092 00	4 2 1 1	80,591 hides, 2,126 bags ginger, 2 bags beeswax, 400 bushels palm kernels, 24 casks palm oil, 335 bags ground nuts, 6,000 boards, 16 pipes and 19 bbls. rum, 9 bbls. bread, 9 bbls. flour, 12 bales cotton goods, 5 baskets potatoes, 1 bbl. brandy, 1 bbl. paint oil, 3 cases wax. Ballast ..... Sold..... In port.....	$69,452 47 ....
	2	Gambia	1	Gambia	1	70 bbls. flour, 9 bbls. salt provisions, 47 boxes soap, 88 tierces lard, 53 jars butter, 44 M lumber, 38 hhds. tobacco, 64 bales tobacco, 29 half bbls. and 21 kits mackerel, 140 tins Z. W. paint, 16 boxes cheese, 13 qr. bbls. crackers, 6 cases wine bitters, 13 kegs nails, 25 tcs.	18,500 00	1	25 kegs and 430 bags ginger, 1,310 hides, 1 bag pepper, 2,638 lbs. old rope, 209 lbs. old canvas, 495 lbs. old copper, 1,555 lbs. old composition, 34,000 lbs. old iron, in cash and bills of exchange, $10,000.	18,553 37

							articles, 5,000 cigars, 7 cases merchandise, 12 boxes biscuit, 7 shooks —.				
			1	Philadelphia	1	General cargo	10,000 00	1	15,988 gals. palm oil, 5,309¼ lbs. old composition, 1,680 lbs. old copper, 86 bags shelled nuts, 3,200 bushels nuts, 849 lbs. ivory.	13,745 60
	1	Isles de Los	1	Boston	1	Ballast		1	17,800 hides, 33 casks palm oil, 130 bags ginger.	18,800 00
	2	Sherbro	2	....do	2	274 casks palm oil	19,990 00	2	274 casks palm oil, 606 bags ginger, 746 hides.	25,001 98
	2	Goree	1	Monrovia	1	100 bbls. whiskey, 20 hhds. tobacco, 300 bbls. fish, 40 bbls. bread, 300 bbls. flour, 1 steam-engine, 450 cases dry goods, 300 cases liquors.	22,000 00	1	Part of inward cargo	18,000 00
			1	Sold	1	Ballast		1	Sold	
	15		15		15		226,582 00	15		163,553 42
Quarter ended June 30, 1863.		No report								
Quarter ended September 30, 1863.†	1	In port	1	Sierra Leone	1	Before reported		1	12 hhds. and 32 bales tobacco, 150 bbls. rum, &c.	6,000 00
	2	Goree	1	Goree	1	11 hhds. tobacco, 46 bbls. pork, 15 bbls. beef, 130 bbls. rum.	6,000 00	1	4,650 hides, 20,800 lbs. ginger, 373 bags gum senegal, 11 hhds. tobacco, 130 bbls. rum.	16,000 00
			1	Boston	1	69 casks palm oil, 32 bales and 1 hhd. tobacco, 100 bbls. rum.	7,300 00	1	158 casks palm oil, 5,424 hides	17,370 05
	1	Baltimore	1	Monrovia	1	550 bbls. flour, 175 bbls. fish, 900 bxs. codfish, 19 hhds. and 52 bales tobacco, 2 bbls. whiskey, 19 casks beans, 10 cases cotton goods, 304 boxes soap, 40 bbls. pork, 14 boxes loaf sugar, 10 cases cotton cards, 10 cases butter, 51,000 feet lumber.	20,000 00	1	Part of inward cargo	
	1	New Bedford	1	Cruise	1	No cargo		1	In distress	
	5		5		5		33,300 00	5		39,370 05

* Entered: 7 barks, 5 brigs, 3 schooners—15. Cleared: 7 barks, 3 brigs, 2 schooners—12, 2 sold, and 1 in port. Aggregate tonnage entered, 3,112 47-95.
† Entered: 2 brigs, 1 ship, 1 schooner—4, and 1 in port. Cleared: 3 brigs, 1 ship, 1 schooner—5. Aggregate tonnage entered, 1,219 43-95.

Navigation and commerce of the United States with foreign countries—Continued.

Country consulate, name of consul, and date of returns.	Vessels. Entered. No. of vessels.	Vessels. Entered. Where from.	Vessels. Cleared. No. of vessels.	Vessels. Cleared. Where for.	Cargoes. Inward. No. of vessels.	Cargoes. Inward. Description.	Cargoes. Inward. Value.	Cargoes. Outward. No. of vessels.	Cargoes. Outward. Description.	Cargoes. Outward. Value.
BRITISH DOMINIONS.										
PORT ELIZABETH. *J. C. Hess.*										
1st, 2d, and 3d quarters		No report								
Quarter ended September 30, 1863.*	1	New York	1	New York	1	General cargo	$98,857 00	1	Wool, skins, &c.	$597,267 00
	1	Baltimore[1]	1	do	1	do		1	do	
	1	Calcutta	1	Dundee	1	do		1	do	
	3		3		3		98,857 00	3		597,267 00
SIMON'S TOWN. *J. M. Hoets.*										
1st, 2d, and 3d quarters		No report								
Quarter ended September 30, 1863.†	1	Cardiff	1	Rangoon	1	1,800 tons coal		1	Ballast	
	1	Akyab	1	Falmouth	1	Rice		1	Inward cargo	
	1	St. Helena	1	Cruising	1	Steamer Vanderbilt		1	Coal	
	3		3		3			3		
CAPE TOWN. *W. Graham.*										
1st, 2d, and 3d quarters										
Quarter ended September 30, 1863.‡	2	In port	1	Boston	1	Before reported		1	Wool, skins, and mules	
			1	Mauritius	1	do		1	do	
	1	Rangoon	1	New York	1	Rice		1	Same as inward cargo	
	5	New York	2	Shanghai	2	Coals		2	do	
			1	Hong Kong	1	General cargo		1	Part of inward cargo	

			1	Zanzibar	1	....do	92,285 00	1	....do	6,550 00
			1	Captured by the Alabama.	1			1	....do	
	1	Port Elizabeth	1	New York	1	Wool and skins		1	Wool and skins	
	1	Baltimore	1	Pernambuco	1	General cargo		1	Ballast	
	2	New London	1	Desolation Isl'nd	1	Ballast		1	....do	
			1	Sold	1	....do		1	Sold	
	1	Boston	1	In port	1	General cargo		1	In port	
	13		13		13		92,285 00	13		6,550 00
MAURITIUS.										
T. Shankland.										
Quarter ended December 31, 1862.§	5	In port	3	Condem'd and sold	3	Before reported		3	Condemned and sold	
			2	Calcutta	2	....do		2	Ballast	
	1	Callao	1	Liverpool	1	Guano		1	Sugar	
	3	New York	2	China	1	Coal		1	Coal	
					1	Ballast		1	Ballast	
			1	Melbourne	1	Yankee notions		1	Yankee notions	
	4	Roderiguez	4	Whaling	4	Oil		4	Oil	
	1	Cardiff	1	East Indies	1	Railway iron		1	Ballast	
	1	Calcutta	1	London	1	Rice		1	Rice	
	1	London	1	Point de Galle	1	Railway iron		1	Ballast	
	16		16		16			16		
Quarter ended March 31, 1863.‖	2	Seychelles	2	Condem'd and sold	2	Oil		2	Condemned and sold	
	1	Boston	1	London	1	Ice and apples		1	Oil	
	2	London	2	Point de Galle	2	Railway iron		2	Ballast	
	2	Calcutta	1	Calcutta	1	Rice		1	....do	
			1	Point de Galle	1	Rice		1	....do	
	7		7		7			7		
Quarter from April 1 to June 12, 1863.¶	1	Point de Galle	1	Point de Galle	1	Rice, &c.		1	Ballast	
	1	Boston	1	Calcutta	1	General cargo		1	....do	
	4	London	1	....do	1	Railway iron		1	....do	
			3	In port	3	....do		3	In port	
	1	Rangoon	1	....do	1	Rice, &c.		1	....do	
	1	Cruising	1	Home	1	Oil		1	Oil	
	8		8		8			8		

* Entered and cleared: 3, class not given. Tonnage not given. † Entered and cleared: 1 ship, 1 bark, 1 steamer. Aggregate tonnage entered, 5,800.
‡ Entered: 1 ship, 2 schooners, 8 barks—11, and 2 in port. Cleared: 1 ship, 1 schooner, 8 barks, 2 class not given—12, and 1 in port. Aggregate tonnage entered, 5,010.
§ Entered: 5 ships, 5 barks, 1 steamer—11, and 5 in port. Cleared: 7 ships, 5 barks, 1 steamer, 3 condemned—16. Aggregate tonnage entered, 6,403.
‖ Entered: 4 ships, 3 barks—7. Cleared: 4 ships, 1 bark—5, and 2 condemned. Aggregate tonnage entered, 4,511.
¶ Entered: 5 ships, 3 barks—8. Cleared: 1 ship, 3 barks—4, and 4 in port—8. Aggregate tonnage entered, 6,988.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
MAURITIUS.										
W. R. G. Mellen.										
Quarter ended September 30, 1863.	5	In port	1	Cowes				1	Inward cargo	
			1	Point de Galle				1	Ballast	
			1	Singapore	5	Before reported		1		
			1	Liverpool				1	Rice	
			1	Condemned				1	Condemned and sold	
	5	Cruising	3	Cruising	2	Oil	$95,000 00	1	....do....do	
			1	Condemned	1	Oil	90,000 00	1	In port	
			1	In port	2	Oil		2	Same as inward cargo	
								1	Ballast	
	1	Cardiff	1	Maulmain	1	Coals	15,000 00	1	....do	
	1	Montevideo	1	Point de Galle	1	Mules	12,000 00	1	....do	
	1	Bombay	1	St. Thomas	1	Seeds, cotton, &c		1	Same as inward cargo	
	1	Akyab	1	Falmouth	1	Rice		1	....do....do	
	2	Rangoon	1	Condemned	1	Rice		1	Condemned	
			1	London	1	Rice, cotton, &c		1	In port	
	1	Cape Town	1	Point de Galle	1	General cargo	30,000 00	1	Ballast	
	2	Calcutta	1	Calcutta	1	Rice	70,000 00	1	....do	
			1	In port	1	Linseed and jute		1	In port	
	1	London	1	Calcutta	1	Railway material	27,711 00	1	Ballast	
	1	Maulmain	1	In port	1	Timber	17,300 00	1	In port	
	1	Bassein	1	....do	1	Rice		1	....do	
	1	Pedang	1	....do	1	Coffee, rattans, &c		1	....do	
	23		23		23		357,011 00	23		
BOMBAY.										
G. A. Kittridge.										
1st and 2d quarters		No reports								

Quarter ended June 30, 1863.†	1	Calcutta	1	St. Thomas	1	Gunnies, rice, sugar, 10,700 packages cotton.		1	8,890 bags cotton-wool, 1,075 bales linseed cloves	
	1	London	1	Calcutta	1	52,723 packages iron, copper, bar spelter.		1	Ballast	
	2		2		2			2		
Quarter ended September 30, 1863.‡	1	Boston	1	Calcutta	1	Ice		1	Ballast	
	2	Kurrachee	1	Maulmain	1	Ballast		1	....do	
			1	Kurrachee	1	....do		1	....do	
	2	Maulmain	1	Sold	1	Timber		1	Sold	
			1	Kurrachee	1	Ballast		1	Ballast	
	2	Calcutta	2	New York	2	Gunnies, rice, &c		2	In port	
	7		7		7			7		
KINGSTON, JAMAICA.										
J. N. Camp.										
Quarter ended December 31, 1862.§	4	Philadelphia	1	Old Harbor, Ja.	1	200 bbls. mess pork, 100 boxes cheese, 200 kegs butter, 100 kegs lard, 300 bbls. corn meal, 10 cases matches, 300 bags corn, 1,000 boxes candles, 8 cases tobacco, 950 bbls. flour, 2,000 feet lumber, 100 bags oats, 12 rocking chairs, 20 bdls. buckets, 6 crates onions, 25 bbls. potatoes, 10,176 feet house boards, and ship stores.		1	70 tons logwood	
			1	Not stated	1	1,122 barrels wheat flour, 200 kegs butter, 200 kegs lard, 400 boxes candles, 100 barrels crackers, 100 boxes cheese, 125 bags corn, 25 bbls. apples, 3,028 feet white pine lumber, 8,546 feet pitch pine lumber, 1 parcel bl'nd. ladders.		1	131 tons logwood, 4 hhds. and 4 bbls. sugar.	
			1	Philadelphia	1	650 bbls. flour, 100 kegs lard, 100 kegs butter, 37 cases and 35 boxes tobacco, 30 cases matches, 27 bbls. crackers, 40 tierces vinegar, 900 feet white pine boards, 45,000 feet white pine lumber, 102 bbls.		1	Not stated	

* Entered: 13 ships, 5 barks—18, and 5 in port. Cleared: 11 ships, 3 barks—14, 2 condemned and 7 in port. Aggregate tonnage, 11,443.
† Entered and cleared: 2 ships. Aggregate tonnage entered, 1,995.
‡ Entered: 4 ships, 2 barks, 1 brig—7. Cleared: 1 ship, 2 barks, 1 brig—4, 1 ship sold, 2 in port. Aggregate tonnage entered, 5,182.
§ Entered: 10 brigs, 3 schooners, 2 barks—15. Cleared: 7 brigs, 3 schooners, 1 bark—11, 4 in port. Aggregate tonnage entered, 3,032.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
KINGSTON, JAMAICA.										
J. N. Camp.										
Quarter ended December 31, 1862—Cont'd.	.....	.....	.....	.....	.....	pork, 40 half bbls. beef, 25 half barrels pigs' tongues, 2 cases merchandise.				
			1	In port.....	1	1,000 boxes candles, 10 cases matches, 100 kegs butter, 100 kegs lard, 50 bbls. pilot bread, 50 barrels crackers, 100 bags corn, 100 boxes cheese, 1 pkg. books, 240 bbls. corn meal, 1,100 bbls. flour, 30,115 feet white pine lumber, 16 barrels pork, 10 half bbls. pork, 10 half barrels beef, 10 half barrels tongues, 5 hhds. hams, ship's stores.	.....	1	In port.....	.....
	2	Boston	1	New York.....	1	287 tons ice, 36 empty baskets, 12,000 feet white pine lumber.	.....	1	Not stated.....	.....
			1	Boston	1	3 casks glassware, 380 tons ice, 50 bbls. apples, 1,000 boxes candles, ship's stores.	.....	1	Ballast	.....
	2	New York.....	1	New York, *via* Dry Harbor.	1	107 bbls. and 100 half bbls. wet salt pork, 5 tierces hams, 20 bbls. split peas, 150 barrels bread, 100 bags corn, 50 boxes cheese, 200 kegs butter, 200 kegs lard, 25 boxes corn starch, 5 bbls. blacking, 50 bales paper, 400 boxes tallow candles, 700 barrels flour, 50 half bbls. wet salt tongues, 32 cases matches, 30 bbls. potatoes, 30 bbls. onions, 5 bbls.	.....	1	30 tons logwood.....	.....

							bales, [illegible] dise.				
			1	Aspinwall	1	General cargo			1	In port	
	1	Cardiff	1	Philadelphia	1	700 tons coal			1	Ballast	
	2	Aspinwall	1	Cuba	1	Ballast			1	Ballast	
			1	In port	1	In distress			1	In port	
	1	Baltimore	1	Baltimore	1	492 bbls. flour, 75 barrels mess pork, 50 barrels navy bread, 25 bbls. apples, 50 bbls. potatoes, 50 boxes cheese, 50 boxes soap, 100 boxes candles, 100 kegs butter, 100 kegs lard, 10 cases blacking, 50 boxes codfish, 250 bags corn, 3,000 feet white pine lumber, 80 boxes tobacco, 13 cases boots and shoes, 10 dozen corn brooms, 20 dozen buckets, 10 nests tubs, 5 dozen shoe brushes.			1	Not stated	
	3	Machias	1	Not stated	1	186,598 feet white pine lumber	$2,197 22		1	Not stated	
			1	Mount Bay, Ja.	1	148,000 feet white pine lumber, 40,000 shingles.			1	Part inward cargo	
			1	In port	1	142,382 feet white pine lumber.	1,802 79		1	In port	
	15		15		15		4,000 01		15		
CALCUTTA.											
N. P. Jacobs.											
Quarter ended March 31, 1863.*	20	In port	2	Bremen					2	240 cwt. horn tips, 800 hhds. molasses, 358 bales cotton, 1,480 cowhides, 96 cases shell-lac, 1,625 bales jute, 700 cases castor oil, 54,684 mds. rice, 75 bls. jute cutti'gs.	
			7	London					7	130,700 cwt. linseed, 56 chests lac-dye, 10,754 bales jute, 6,983 cwt. poppy seed, 13,466 bales jute cuttings, 3,846 cwt. rape-seed, 1,374 bags rape-seed.	
					14	Before reported					
			1	New York					1	2,636 maunds saltpetre, 17,587 cwt. linseed, 167,500 gunny bags.	
			1	Falmouth					1	500 bales jute cuttings, 6,353 bales jute.	
			1	China					1	30,943 maunds rice	
			2	Mauritius					1	2,790 maunds gram, 2,700 mds. dholl, 28,972 mds. rice.	
									1	Sold	

* Entered: 19 ships, 3 barks, 1 brig—23, and 20 in port. Cleared: 10 ships, 2 barks—12, 4 sold, 27 not stated. Aggregate tonnage entered, 19,854.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
CALCUTTA.										
N. P. Jacobs.										
Quarter ended March 31, 1863—Cont'd.	.....	.....	1	Boston				1	4,898 maunds saltpetre, 10,147 cwt. linseed, 11,470 buffalo hides, 15,000 goat-skins, 210,250 gunny bags, 45 cases shell-lac, 34 chests lac-dye, 225 maunds indigo, 50 hhds. cocoa-nut oil, 118 chests India-rubber, 50 bales cotton, 184 bales jute.	
			1	Galle.....				1	4 boxes window glass, 76 cwt. sugar, 4 css. castor oil, 35,852 mds. rice, 100 mds. wheat.	.....
			1	St. Thomas.....				1	1,339 maunds saltpetre, 12,817 cwt. linseed, 35,000 gunny bags, 144 pieces gunny cloth, 500 bales jute, 7,370 mds. rice.	.....
			2	Melbourne	6	Before reported.....	.....	2	95 bundles tobacco leaf, 163 cases American tobacco, 100 cases castor oil, 18,374 maunds rice, 1,600 maunds dholl, 200 maunds gram, 1,377 maunds oats, 327 bundles twine, 390 cases hogs' lard, 17 cases sausages, 7 cwt. sugar, 4 cwt. tobacco, 63 cwt. tobacco leaf, 5 cases wax candles, 16 cwt. salt provisions, 100 cases castor oil, 20,094 maunds rice, 2,000 maunds wheat.	.....
			1	Falmouth	...	.....	.....	1	70 bales jute cuttings, 7,500 bales jute.	.....

									38,150 goat-skins, 502,750 gunny bags, 456 pieces gunny cloth, 7,628 sheep-skins, 458 maunds Indigo, 1,240 bales jute, 100 cases castor oil, 7 cases India-rubber.
3	Maulmain	1	Rangoon	1	282 tons timber, 30 tons iron		1	190 cases brandy. 47 cwt. cocoa-nut oil, 78 bundles twine.	
		1	Sold	1	532 tons timber		1	Sold	
		1	Hong Kong	1	1,038 tons timber		1	36,000 maunds rice, 16 cwt. castor oil.	
2	Bombay	1	New York	1	830 tons ice, 300,000 feet lumber, 10 tons missionary goods.		1	3,966 maunds saltpetre, 10,697 cwt. linseed, 5,000 cowhides, 333,750 gunny bags, 300 bags ginger, 449 cases shell-lac, 5 chests lac-dye, 109 maunds Indigo, 10 boxes asafœtida, 23 cases stick-lac, 1,032 bags cutch, 303 bales rags, 500 cases castor oil, 2,725 maunds rice.	
		1	Bombay	1	Ballast		1	73,900 gunny bags, 217 bales cotton, 13,729 cwt. sugar, 754 maunds rice.	
	Melbourne	1	New York	1	....do		1	7,092 maunds saltpetre, 14,683 cwt. linseed, 19,000 goats-kins, 159,750 gunny bags, 158 bundles bags, 322 cases shell-lac, 55 chests lac-dye, 77 maunds Indigo, 46 cwt. asafœtida, 100 bales jute, 100 cases castor oil.	
1	Penang	1	San Francisco	1	Assorted produce		1	221,700 gunny bags, 4,975 cwt. sugar, 200 cases castor oil. 4,253 maunds rice.	
8	Liverpool	1	Boston	1	770 tons salt		1	9,395 maunds saltpetre, 1,481 cwt. linseed, 2,455 cowhides, 10,373 buffalo hides, 75,000 goat-skins, 45,000 gunny bags, 398 cwt. ginger, 194 chests shell-lac, 50 chests lac-dye, 47 cases India-rubber, 200 bales jute cuttings, 750 bales jute.	
		7	Not stated	7	8,623 tons salt, 150 tons coal		1	Sold	
							6	Not stated	

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
CALCUTTA.										
N. P. Jacobs.										
Quarter ended March 31, 1863—Cont'd.	1	London	1	Columbo	1	500 tons coal		1	10,000 gunny bags, 398 mds. gram, 174 cwt. turmeric, 300 cwt. sugar, 22,692 maunds rice, 400 maunds wheat.	
	2	Sydney	1	Boston	1	Ballast		1	5,561 mds. saltpetre, 6,722 cwt. linseed, 5,000 cowhides, 16,552 buffalo hides, 125,500 goat-skins, 34,500 gunny bags, 6,000 sheep-skins, 75 chests shell-lac, 55 chests lac-dye, 250 bales jute, 200 cases castor oil.	
			1	Not stated	1	200 tons coal and ballast		1	Not stated	
	1	Mauritius	1	Sold	1	Ballast		1	Sold	
	1	Singapore	1	London	1	....do		1	17,028 cwt. linseed, 960 bales jute cuttings, 3,231 bales jute, 1,022 bags poppy seed.	
	1	Galle	1	Not stated	1	....do		1	Not stated	
	43		43		43			43		
Quarter ended June 30, 1863.*	9	In port	1	Dundee				1	1,148 maunds linseed, 502 cwt. jute cuttings.	
			3	New York				2	943 pieces coir matting, 234 cwt. coir yarn, 744 cwt. cotton, 15,535 maunds saltpetre, 40,900 cwt. linseed, 11,200 pieces cowhides, 23,910 buffalo hides, 40,500 goat-skins, 395,000 pieces	

								gunny bags, 183 chests shell-lac, 651 bdls. jute, 800 cases castor oil, 200 bls. jute cut'gs.
							1	Same as inward cargo
		3	London	9	Before reported		3	1,540 cwt. molasses, 50,735 cwt. linseed, 6,400 bdls. jute, 16,343 maunds rice, 3,516 cwt. poppy seed, 2,060 cwt. jute cuttings, 2,410 cwt. jute-end roots, 3,200 jute rejections.
		1	Sydney				1	29 maunds saltpetre, 253 bdls. line, 12,500 pieces gunny bags, 120 pieces gunny cloth, 2 chests Benares opium, 150 doz. curry powder, 24 doz. chutney, 23 boxes tea, 130 cs. castor oil, 23,159 mds. rice.
		1	San Francisco				1	45 cwt. linseed, 20 doz. chutney, 108,000 gunny pockets, 30,000 pieces gunny cloth, 50 doz. curry powder, 3,600 cwt. sugar, 4,024 mds. rice.
7	Liverpool	1	London	7	9,320 tons salt, 149 tons coal		3	5 cas. chutney, 13,393 cwt. linseed, 258,600 pieces gunny bags, 1,951 cwt. sugar, 1,055 bdls. jute, 59,500 mds. rice, 1,800 cwt. jute cuttings, 1,613 cwt. rape-seed.
		1	Hong Kong				4	In port
		1	Bombay					
		4	In port					
3	Boston	1	London	3	2,541 tons ice and sundries		2	43 pieces lumber, 14,944 cwt. linseed, 1,000 bundles jute, 25,938 mds. rice, 686 cwt. poppy-seed, 1,104 cwt. jute cuttings, 178 cwt. jute rejections, 19 cwt. teel-seed, 4,519 cwt. rape-seed.
		1	Galle					
		1	In port				1	In port
3	Galle	1	Mauritius	1	100 tons cocoa-nut yarn and bal'st		2	6,514 maunds saltpetre, 14,490 cwt. linseed, 12,260 buffalo hides, 35,600 goat-skins, 197,500 gunny bags, 50 ch'ts shell-lac, 26 chests lac-dye, 450 bdls. jute, 400 cases castor oil, 2,704 maunds gram, 4,138 mds. dholl, 3,484 mds. oats, 147 cwt. hogs' lard, 233 cwt. leaf tobacco, 5 cwt. turmeric, 5 cwt. ginger, 650 pieces blankets, 20,726 mds. rice, 4,516 mds. wheat.
		1	Boston					
		1	In port	2	Ballast			

25 ships, 2 barks, 2 put back—29, and 9 in port. Cleared: 19 ships, 9 class not given, 2 put back—30, and 8 in port. Aggregate tonnage entered, 23,467.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
CALCUTTA.										
N. P. Jacobs.										
Quarter ended June 30, 1863—Continued.	1	Cape Town	1	New York	1	129 boxes tobacco, 84 boxes clocks, 860 pieces plank, and sundries.		1	673 mds. saltpetre, 957 cwt. linseed, 1,347 cwt. rags, 3,696 cwt. castor-seed, 34 bdls. laths, 1,840 mds. rice.	
	1	Bombay	1	New York	1	Ballast		1	4,093 mds. saltpetre, 14,724 cwt. linseed, 3,000 cowhides, 12,124 buffalo hides, 43,500 goat-skins, 162,500 gunny bags, 4,536 pieces gunny cloth, 7,500 cwt. rags, 72 chests shell-lac, 636 cwt. nux vomica, 1 case sealing-wax, 334 cwt. castor-seed, 791 bdls. jute, 500 cases castor oil.	
	1	Singapore	1	Hong Kong	1	Ballast		1	24,455 maunds rice	
	1	Rio Janeiro	1	Boston	1	do		1	9,821 mds. saltpetre, 11,957 cwt. linseed, 2,900 cowhides, 9,600 buffalo hides, 62,000 goat-skins, 250,000 gunny bags, 5,000 sheep-skins, 245 chests shell-lac, 26 chests lac-dye, 127 mds. indigo, 478 cwt. India-rubber, 142 cwt. cocoa-nut oil, 363 bdls. jute, 100 cases castor oil.	
	3	Mauritius	1 1 1	Boston Bombay In port	3	Ballast		2	2,672 mds. saltpetre, 8,895 cwt. linseed, 7,000 cowhides, 3,180 buffalo hides, 49,000 goat-skins, 321,300 gunny bags, 3,000 sheep-skins, 40 chests shell-lac, 25 chests	

								lac-dye, 249 cwt. nux vomica, 9 cases gas fixtures, 1,920 bdls. jute, 28,485 mds. rice.	
							1	In port	
2	Cardiff	1	Columbo	2	9,551 tons coal		1	200 mds. grain, 36 cwt. Thandara wood, 28,212 maunds rice.	
		1	In port				1	In port	
1	London	1	London	1	125 tons salt, 250 tons coal		1	19,464 cwt. linseed, 116 cwt. horn-cuttings, 2,002 cwt. rape-seed, 1,129 cwt. teel-seed, 1,205 cwt. jute cuttings, 2,050 bdls. jute, 147 cwt. poppy-seed.	
1	Madras	1	Boston	1	250 tons salt, and sundries		1	6,731 mds. saltpetre, 10,150 cwt. linseed, 8,440 buffalo hides, 103,000 goat-skins, 50,000 gunny bags, 3,500 sheep-skins, 147 chests shell-lac, 153 chests lac-dye, 20 mds. indigo, 573 cwt. jute cuttings, 2 cwt. gum tragacanth, 382 cwt. cutch, 750 bdls. jute, 100 cases castor oil, 180 cwt. India-rubber.	
1	Bristol	1	New York	1	500 tons coal		1	8,548 cwt. linseed, 1,290 cwt. rags, 182 rolls coir matting, 4 bales mats, 55 cwt. black pepper, 2,080 bdls. jute.	
1	Batavia	1	Boston	1	100 css. gum-damar, and ballast		1	1,676 mds. saltpetre, 1,200 cwt. linseed, 27,186 goat-skins, 212,500 gunny bags, 10,824 pieces gunny cloth, 6,000 sheep-skins, 3 cases cigars, 6 cwt. coffee, 1,622 cwt. cutch 401 cwt. coir, 7 cwt. sugar, 905 bdls. jute.	
1	Melbourne	1	Hong Kong	1	Ballast		1	41,300 maunds rice	
2	Put back	2	Put back	2	Original cargo		2	Original cargoes, and 675 mds. saltpetre, 1,103 cwt. linseed, 1,347 cwt. rags, 3,685 cwt. castor-seed, 2,346 maunds rice.	
38		38		38			38		

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
CALCUTTA.										
N. P. Jacobs.										
Quarter ended September 30, 1863.*	8	In port	2 1 1 1 2 1	London Bombay Hong Kong Ceylon Shanghai Sold	8	Before reported		7	4,533 cwt. molasses, 26,764 cwt. linseed, 52,500 pieces gunny bags, 7,292 boxes sugar, 5,752 bales jute, 163,764 maunds rice, 1 case towels, 800 bales jute cuttings, 29,000 buffalo horns, 80 bags black seed, 3 cwt. glue.	
								1	Sold	
	1	Cape Town	1	Sold	1	4,000 pieces lumber		1	do	
	5	Liverpool	1 1 1 2	Colombo London Philadelphia In port	5	4,873 tons salt, 1,000 tons coal		3	4,400 buffalo hides, 50,000 goatskins, 388 bags and 2,706 maunds saltpetre, 6,000 bags and 10,290 cwt. linseed, 7,500 cowhides, 113,750 gunny bags, 1,000 bags ginger, 103 cases shell-lac, 101 chests lac-dye, 900 bl's jute, 25,622 maunds rice, 8,748 pieces European goods.	
								2	In port	
	1	Cardiff	1	London	1	1,300 tons coal		1	12,534 cwt. linseed, 1,650 bales cuttings, 200 bl's jute, 7,930 maunds rice.	
	2	Bombay	1	Mauritius	1	460 tons salt		1	9,057 maunds oats, 2,798 mds. grain, 3,676 maunds dholl, 50 cases hogs' lard, 20,674 maunds rice, 5,598 maunds wheat.	
	1	Kurrachee	1	In port	1	Ballast		1	In port	
			1	London	1	600 tons salt, 90 bales hemp, 3 cases merchandise.		1	12,534 cwt. linseed, 1,650 bales jute cuttings, 200 bales jute, 7,930 maunds rice.	

									goatskins, 46,250 gunny bags, 4,044 pieces gunny cloth, 279 bags ginger, 191 cases shellac, 41 cases lac-dye, 296 cwt. cocoa-nut oil, 173 bags castor seeds, 42 bales seneca leaf, 2 rolls mats.	
	1	Colombo	1	In port	1	....do		1	In port	
	1	Boston	1	....do	1	440 tons ice and sundries		1	....do	
	2	Aden	2	....do	2	Ballast		2	....do	
	2	Montevideo	1	Shanghai	1	....do		1	16,380 maunds rice	
			1	In port	1	....do		1	In port	
	1	Shanghai	1	....do	1	200 barrels flour and ballast		1	....do	
	1	Maulmain	1	....do	1	139 tons teak timber		1	....do	
	1	Rio de Janeiro	1	....do	1	Ballast		1	....do	
	34		34		34			34		
AKYAB.										
J. Bullock.										
Quarter ended December 31, 1862.†	1	Singapore	1	Falmouth	1	Ballast		1	In port	
2d and 3d quarters		No report								
Quarter ended September 30, 1863.‡	1	In port	1	Falmouth	1	Before reported		1	65,000 baskets rice	1,560 00
	1	Calcutta	1	In port	1	Discharging cargo, in distress		1	In port	
	2		2		2			2		1,560 00
SINGAPORE.										
F. D. Cobb.										
Quarter ended December 31, 1862.§	3	In port	2	Bangkok						
			1	Penang	3	Before reported		3	Not stated	
	3	Cardiff	1	Calcutta				1	....do	
			2	In port	3	Not stated		2	In port	
	2	Sunderland	1	Dalhousie	2	....do		1	Not stated	
			1	In port				1	In port	
	2	New York	1	Bangkok						
			1	Hong Kong	2	Not stated		2	Not stated	

* Entered: 21 ships, 4 barks, 1 schooner—26, and 8 in port. Cleared: 5 ships, 3 barks, 7 class not given—15, 2 sold, and 17 in port. Aggregate tonnage entered, 20,177 32-95.
† Entered: 1 class not given, and still in port. Tonnage: 1,174. ‡ Entered: 1 class not given, and 1 in port. Cleared: 1 class not given, and 1 in port. Tonnage: 1,090.
§ Entered: 20 ships 6 barks, 1 steamer—27, and 3 in port. Cleared: 14 ships, 4 barks, 1 steamer, 3 class not given—22, and 8 in port. Aggregate tonnage entered: 21,576.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
SINGAPORE.										
F. D. Cobb.										
Quarter ended December 31, 1862—Cont'd.	1	Manilla	1	In port	1	Not stated		1	In port	
	1	Boston	1	Dalhousie	1	do		1	Not stated	
	1	Montevideo	1	Shanghai	1	do		1	do	
	1	Shanghai	1	Bassein	1	do		1	do	
	12	Hong Kong	3	Dalhousie	3	do		3	do	
			1	Batavia	1	do		1	do	
			1	London	1	do		1	do	
			3	Akyab	3	do		3	do	
			1	Amherst	1	do		1	do	
			2	In port	2	do		2	In port	
			1	Penang	1	do		1	Not stated	
	1	Whaling	1	In port	1	do		1	In port	
	1	Newport	1	Akyab	1	do		1	Not stated	
	2	Bangkok	1	Akyab	1	do		1	do	
			1	In port	1	do		1	In port	
	30		30		30			30		
Quarter ended March 31, 1863.*	8	In port	1	Liverpool	8	Before reported		8	Not stated	
			1	Whaling						
			1	Akyab						
			2	Amherst						
			2	Bangkok						
			1	Batavia						
	1	Put back	1	China	1	Not stated		1	do	
	1	Montevideo	1	China	1	do		1	do	
	3	Batavia	1	Akyab	1	do		1	do	
			1	China	1	do		1	do	
			1	In port	1	do		1	do	
	3	Hong Kong	1	Sold	1	do		1	Sold	
			1	Calcutta	1	do		1	Not stated	

	3	Sunderland	1	Akyab	1	....do		1	....do	
	2	Rio Janeiro	3	....do	3	....do		3	....do	
			1	Penang	1	....do		1	....do	
			1	Rangoon	1	....do		1	....do	
	1	Cardiff	1	Akyab	1	....do		1	....do	
	2	Akyab	1	....do	1	....do		1	....do	
			1	In port	1	....do		1	In port	
	1	Saigon	1	Akyab	1	....do		1	Not stated	
	1	Liverpool	1	In port	1	....do		1	In port	
	1	Shanghai	1	....do	1	....do		1	....do	
	1	Boston	1	....do	1	....do		1	....do	
	28		28		28			28		
30,	5	In port	2	Akyab						
			1	New York	5	Before reported		5	Not reported	
			1	Shanghai						
			1	Boston						
	4	Shanghai	2	Shanghai				3	....do	
			1	Sold	4	Not reported		1	Sold	
			1	Akyab						
	1	Cardiff	1	Maulmain	1	....do		1	Not reported	
	4	New York	4	China	4	....do		4	....do	
	5	Melbourne	1	New York	5	....do		1	....do	
			4	In port				4	In port	
	2	Akyab	1	Shanghai	2	....do		1	....do	
			1	In port				1	Not reported	
	1	Batavia	1	Boston	1	....do		1	....do	
	2	Hong Kong	1	Sold	1	....do		1	Sold	
			1	Penang	1	....do		1	Not reported	
	1	Bath	1	In port	1	....do		1	In port	
	1	Falmouth	1	....do	1	....do		1	....do	
	26		26		26			26		
em-	8	In port	3	Shanghai						
			1	Swatow						
			1	Manila	8	Before reported		22	Not reported	
			1	Hong Kong						
			1	Maulmain						
			1	In port						
	1	Sunderland	1	Penang						
	3	Hong Kong	1	Maulmain						
			2	Rangoon	7	Not reported		7	In port	
	1	Londonderry	1	In port						
	2	Rangoon	1	Penang						
			1	Hong Kong						

ner, 13 ships, 5 barks, 1 brig—20, and 8 in port. Cleared: 1 steamer, 10 ships, 4 barks, 8 class not given—23, and 5 in port. Aggregate tonnage entered: 15,033.
s, 3 barks, 3 steamers, 1 brig—21, and 5 in port. Cleared: 8 ships, 2 barks, 2 steamers, 5 class not given—17, 2 sold and 7 in port. Aggregate tonnage entered: 18,804.
s, 7 barks—21, and 8 in port. Cleared: 9 ships, 5 barks, 7 class not given—21, and 8 in port. Aggregate tonnage entered: 15,570.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
SINGAPORE.										
F. D. Cobb.										
Quarter ended September 30, 1863—Cont'd.	2	Batavia	1	Penang	14	Not reported				
			1	Hong Kong						
	4	New York	2	...do						
			1	Rangoon						
			1	In port						
	5	Shanghai	1	Rangoon						
			2	Maulmain						
			2	In port						
	1	Melbourne	1	Calcutta						
	1	Maulmain	1	In port						
	1	Liverpool	1	...do						
	29		29		29			29		
HONG KONG.										
H. N. Congar.										
Quarter ended December 31, 1862.*	17	In port	5	Bangkok	17	Before reported		16	Not reported	
			3	Shanghai				1	In port	
			1	Nagasaki						
			1	Manila						
			3	San Francisco						
			2	Melbourne						
			1	Whampoa						
			1	Singapore						
	8	San Francisco	2	Manila	2	Not reported		2	Not reported	
			1	Whampoa	1	...do		1	...do	
			2	San Francisco	2	...do		2	...do	
			1	Singapore	1	...do		1	...do	
			2	In port	2	...do		2	In port	
	4	New York	2	Shanghai	2	...do		2	Not reported	

			1	Amoy	1	....do		1	....do		
			1	In port	1	....do		1	In port		
	1	Bassein	1	....do	1	....do		1	....do		
	1	Singapore	1	Shanghai	1	....do		1	Not reported		
	20	Shanghai	5	Singapore	5	....do		5	....do		
			4	Whampoa	4	....do		4	....do		
			1	San Francisco	1	....do		1	....do		
			1	Manila	1	....do		1	....do		
			1	Macao	1	....do		1	....do		
			1	Bombay	1	....do		1	....do		
			1	Bangkok	1	....do		1	....do		
			6	In port	6	....do		6	....do		
	1	Cardiff	1	Singapore	1	....do		1	....do		
	2	Foo-Chow	1	Melbourne	1	....do		1	....do		
			1	Singapore	1	....do		1	....do		
	1	Sydney	1	....do	1	....do		1	....do		
	3	Put back	1	Shanghai	1	....do		1	....do		
			1	Nagasaki	1	....do		1	....do		
			1	In port	1	....do		1	In port		
	1	Nagasaki	1	Shanghai	1	....do		1	Not reported		
	2	Ningpo	1	....do	1	....do		1	....do		
			1	In port	1	....do		1	In port		
	4	Bangkok	1	San Francisco	1	....do		1	Not reported		
			3	In port	3	....do		3	In port		
	1	Newchwang	1	Whampoa	1	....do		1	Not reported		
	6	Whampoa	1	San Francisco	1	....do		1	....do		
			1	Hakodadi	1	....do		1	....do		
			1	Shanghai	1	....do		1	....do		
			1	Singapore	1	....do		1	....do		
			1	Foo-Chow	1	....do		1	....do		
			1	In port	1	....do		1	In port		
	1	Kanagawa	1	Bangkok	1	....do		1	Not reported		
	2	Calcutta	1	Whampoa	1	....do		1	....do		
			1	In port	1	....do		1	In port		
	1	Swatow	1	Whampoa	1	....do		1	Not reported		
	1	Saigon	1	Singapore	1	....do		1	....do		
	1	Tientsin	1	In port	1	....do		1	In port		
	1	Amoy	1	....do	1	....do		1	....do		
	79		79		79			79			
Quarter ended March 31, 1863.†	14	In port	1	Melbourne	14	Before reported		14	Not reported		
			4	Shanghai							
			1	Whampoa							
			4	Singapore							
			3	Macao							
			1	Sual							

* Entered: 34 ships, 15 barks, 3 brigs, 7 steamers, 3 schooners—62, and 17 in port. Cleared: 20 ships, 7 steamers, 8 barks, 2 brigs, 3 schooners, 17 class not stated—57, and 22 in port. Aggregate tonnage entered: 44,826.

† Entered: 32 ships, 22 barks, 1 brig, 2 schooners, 3 steamers—60, and 20 in port. Cleared: 17 ships, 17 barks, 2 schooners, 1 steamer, 20 class not given—57, and 23 in port. Aggregate tonnage entered: 40,760.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
HONG KONG.										
H. N. Congar.										
Quarter ended March 31, 1863—Cont'd.	6	In port	3	San Francisco	6	Before reported		6	Not reported	
			2	Manila						
			1	Foo-Chow-Foo						
	6	San Francisco	2	San Francisco	2	Not reported		2	do	
			1	Manila	1	do		1	do	
			1	Singapore	1	do		1	do	
			2	In port	2	do		2	In port	
	12	Shanghai	1	Whampoa	1	do		1	Not reported	
			1	Maulmain	1	do		1	do	
			1	Shanghai	1	do		1	do	
			9	In port	9	do		9	do	
	9	Bangkok	1	Whampoa	1	do		1	do	
			1	Bangkok	1	do		1	do	
			1	Sual	1	do		1	do	
			1	Shanghai	1	do		1	do	
			1	Calcutta	1	do		1	do	
			1	Akyab	1	do		1	do	
			3	In port	3	do		3	In port	
	5	New York	1	Foo-Chow-Foo	1	do		1	Not reported	
			2	Shanghai	2	do		2	do	
			1	Whampoa	1	do		1	do	
			1	In port	1	do		1	In port	
	1	Rio Janeiro	1	Shanghai	1	do		1	Not reported	
	3	Cardiff	1	Amerst	1	do		1	do	
			2	In port	2	do		2	In port	
	2	Sual	2	Macao	2	do		2	Not reported	
	7	Whampoa	1	San Francisco	1	do		1	do	
			1	Bangkok	1	do		1	do	
			1	Shanghai	1	do		1	do	
			1	Singapore	1	do		1	do	
			1	Canton	1	do		1	do	
			1	Foo-Chow	1	do		1	do	
			1	In port	1	do		1	In port	

	1	Sunderland	1	Singapore	1	....do		1	Not reported		
	1	Liverpool	1	Shanghai	1	....do		1	....do		
	4	Put Back	1	Whampoa	1	....do		1	....do		
			3	In port	3	....do		3	In port		
	1	Swatow	1	Whampoa	1	....do		1	Not reported		
	1	Montevideo	1	Shanghai	1	....do		1	....do		
	1	Not stated	1	Bangkok	1	....do		1	....do		
	1	Ningpo	1	Whampoa	1	....do		1	....do		
	1	Nagasaki	1	Ningpo	1	....do		1	....do		
	1	Moluccas	1	Whaling Cruise	1	....do		1	....do		
	1	Macao	1	Ningpo	1	....do		1	....do		
	1	Melbourne	1	In port	1	....do		1	In port		
	1	Canton	1	....do	1	....do		1	....do		
	80		80		80			80			
30,	21	In port	2	Foo Chow	21	Before reported		21	Not reported		
			2	Wampoa							
			1	Guchan Bay							
			9	San Francisco							
			3	Bangkok							
			1	Sual							
			2	Shanghai							
			1	Melbourne							
	1	Kanagawa	1	Sold	1	Cotton		1	Sold		
	1	Boston	1	Manila	1	Ice		1	Ballast		
	1	Singapore	1	....do	1	General cargo		1	....do		
	1	Macao	1	Sold	1	Ballast		1	Sold		
	1	Japan	1	Nagasaki	1	General cargo		1	Wheat and flour		
	1	Bassien	1	In port	1	Rice		1	In port		
	2	Sual	1	Wampoa	2	....do		2	Sundries and ballast		
			1	Shanghai							
	2	New Chwong	1	Shanghai	2	Peas		1	General cargo and passengers		
			1	Sold				1	Sold		
	2	Ningpo	1	Ningpo	2	Stone and cotton		2	Ballast		
			1	Whampoa							
	2	Shields	2	In port	2	Coal		2	In port		
	1	Put back	1	Manila	1	Ballast		1	Ballast		
	3	Swatow	1	Macao	3	....do		1			
			2	In port				2	Sold		
	3	Calcutta	2	Shanghai	3	Rice		2	General cargo		
			1	In port				1	In port		
	5	San Francisco	1	Singapore	5	General cargo		4	General cargo		
			2	San Francisco				1	In port		
			1	Saigon							
			1	In port							
	6	New York	2	Shanghai	6	General cargo and passengers		3	Ballast		
			1	Manila				3	In port		
			3	In port							

ips, 4 schooners, 16 barks, 3 brigs, 3 steamers—67, and 21 in port. Cleared: 29 ships, 4 schooners, 10 barks, 3 brigs, 2 steamers, 21 class not given—69, and 19 in port. Aggregate tonnage entered, 49,925.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS										
HONG KONG.										
H. N. Congar.										
Quarter ended June 30, 1863—Continued.	7	Whampoa	1	San Francisco	7	General cargo and ballast		5	General cargo and passengers	
			1	Singapore				2	In port	
			2	Shanghai						
			1	Sold						
			2	In port						
	7	Bangkok	1	Siam	7	Rice, teak, and general cargo		4	General cargo	
			1	Ningpo				3	In port	
			1	Manila						
			1	Whampoa						
			3	In port						
	20	Shanghai	4	Whampoa	20	General cargo and ballast		16	Not stated	
			2	San Francisco				4	In port	
			1	Melbourne						
			6	Manila						
			1	Shanghai						
			1	Singapore						
			1	Ningpo						
			4	In port						
	1	Not stated	1	Bangkok	1	Not stated		1	Not stated	
	88		88		88			88		
Quarter ended September 30, 1863.*	19	In port	1	Macao	19	Before reported		18	Ballast	
			1	Sual				2	Rice, sugar, passengers	
			3	Shanghai				1	Chinese passengers	
			1	Japan				1	Ballast and passengers	
			1	San Francisco *via* Takasu.				2	General cargo	
			1	Ningpo				13	Rice coal, passengers, &c.	
			2	Singapore						

		1	Manila				1	Sold	
		1	Whampoa				33	In port	
		7	In port						
7	Whampoa	1	Ningpo						
		1	Macao						
		2	Manila	7	Ballast				
		1	Yokahama						
		1	Sold						
		1	In port						
13	Shanghai	1	Sual						
		1	Amoy and Foo-Chow.						
		1	Foo-Chow and Shanghai.	13	Hides, cotton, and general cargo				
		1	Singapore						
		2	Shanghai						
		1	Macao						
		6	In port						
2	Yokahama	2	Shanghai	2	Cotton and general cargo				
3	New York	1	....do	3	Coals and general cargo				
		1	Singapore						
2	Ningpo	1	Bangkok	2	Ballast				
		1	In port						
1	Melbourne	1	Whampoa	1	General cargo and passengers				
2	Kanagawa	1	Shanghai	2	Cotton and general cargo				
		1	In port						
6	Singapore	1	Shanghai	6	Coal, rice, and general cargo				
		5	In port						
1	Boston	1	Shanghai	1	Coal				
3	Bangkok	1	Chin-choo	3	Rice				
		2	In port						
2	Calcutta	1	Shanghai	2	Rice				
		1	In port						
2	Sual	1	Sual	2	Rice				
		1	In port						
2	San Francisco	2	....do	2	Potatoes, treasure, &c				
1	Macao	1	Singapore	1	General cargo				
1	Amoy	1	In port	1	Ballast				
1	Honolulu	1	....do	1	General cargo				
1	Newport, (Wales)	1	....do	1	Coal				
1	Liverpool	1	....do	1	..do				
1	Manila	1	....do	1	General cargo				
71		71		71			71		

ers, 28 ships, 16 barks, 4 brigs—52, and 19 in port. Cleared: 4 steamers, 16 ships, 14 barks, 3 brigs—37, 1 sold, and 33 in port. Aggregate tonnage entered, 41,277.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
MELBOURNE.										
W. Blanchard.										
Quarter ended December 31, 1862.*	3	In port	1	Baker's Island	3	Before reported		2	Ballast	
			1	Otago, N. Z.				1	Horses and carts	$60,000 00
			1	Callao						
	1	Newcastle, New South Wales.	1	Otago, N. Z.	1	Coal	$2,800 00	1	General cargo	39,125 00
	4	Boston	2	Callao	2	General cargo	243,485 00	3	Ballast	
			1	Guam	1	Ice and general cargo	160,000 00			
			1	In port	1	General cargo	39,000 00	1	In port	
	5	New York	1	Newcastle, N. S. Wales.	1	do	78,235 00	1	Ballast	
			1	Otago, N. Z.	1	do	115,000 00	1	Passengers, &c	59,900 00
			1	In port	1	do	55,000 00	1	In port	
			2	Sold	2	do	99,000 00	2	Sold	
	2	Puget's Sound	2	Otago, N. Z.	2	Timber, lumber, and spars	41,010 00	2	Passengers and horses	32,225 00
	2	Otago, N. Z.	2	do	1	Passengers, &c	6,560 00	1	Passengers, &c	54,900 00
					1	Ballast, &c	10,000 00	1	Horses and wagons	31,300 00
	1	Foo-Chow-Foo	1	Sydney, N. S. W.	1	Tea	60,000 00	1	Part inward cargo	20,000 00
	1	San Francisco	1	In port	1	General cargo	78,000 00	1	In port	
	1	Hong Kong	1	Burnt	1	do	100,000 00	1	Part inward cargo burnt	
	20		20		20		1,088,090 00	20		297,450 00
Quarter ended March 31, 1863.†	5	In port	1	China	5	Before reported		1	Gold	$90,800 00
			2	Otago Bay				2	Flour, gen. cargo, horses, sheep	36,305 00
			2	Sold				2	Sold	
	2	Newcastle, N. S. Wales.	1	Otago, N. Z.	1	Coal	$8,000 00	1	Horses, sheep, general cargo	25,500 00
	6	New York	1	Invercargill	1	Maize, &c	15,885 00	1	Flour, sugar, &c	24,120 00
			2	Otago, N. Z.	2	General cargo	206,185 00	2	Passengers, horses, sheep	54,760 00
			1	Auger Point	1	do	133,750 00	1	Ballast	

			3	In port	3	do	452,150 00	1	Spirits and flour	48,540 00
								2	In port	
		New Zealand	2	Otago, N. Z.	1	Gold	65 00	1	Sugar, tea, passengers	39,615 00
					1	Ballast		1	Horses	46,500 00
	2	Boston	1	do	1	General cargo	165,700 00	1	Flour and general cargo	18,320 00
			1	Singapore	1	do	209,640 00	1	Ballast	
	1	Quebec	1	In port	1	Lumber, &c	36,400 00	1	In port	
	2	Otago, N. Z.	2	do	2	Ballast		2	do	
	1	Hong Kong	1	do	1	General cargo	135,000 00	1	do	
	1	Calcutta	1	do	1	do	125,775 00	1	do	
	22		22		22		1,488,550 00	22		384,460 00
Quarter ended June 30, 1863.‡	7	In port	7	Not stated	7	Before reported		2	Gold, provisions, &c	152,000 00
								1	Sold	
								4	Ballast	
	7	Otago, N. Z.	7	Otago, N. Z.	7	Provisions	2,180 00	7	Horses, provisions, groceries	227,535 00
	1	Hong Kong	1	Singapore	1	Tea, tobacco, and general cargo	151,455 00	1	Ballast	
	1	Gothenburg	1	Callao	1	Timber	31,750 00	1	do	
	2	Boston	1	do	1	Tobacco, hardware, &c	118,600 00	1	do	
			1	Baker's Island	1	Boots, oil, &c	147,025 00	1	Clock materials	25 00
	2	New York	1	Callao	1	Hardware, &c	175,555 00	1	Ballast	
			1	In port	1	Oils and general cargo	77,775 00	1	In port	
	1	Puget's Sound	1	do	1	Timber	55,600 00	1	do	
	1	Newcastle	1	Invercargill	1	Coal	2,325 00	1	Provisions and general cargo	19,250 00
	22		22		22		762,265 00	22		398,810 00
Quarter ended September 30, 1863.§	3	In port	1	Otago	3	Before reported		1	Provisions and general cargo	39,020 00
			1	Newcastle				2	Ballast	
			1	Valparaiso						
	4	New York	1	China	1	General cargo and hardware	111,400 00	1	Gold	64,280 00
			2	Callao	2	do	231,790 00	2	Ballast	
			1	In port	1	General cargo and tobacco	99,049 00	1	In port	
	6	Boston	1	Singapore	1	do	36,800 00	1	Ballast	
			3	Otago, N. Z.	3	Boots, oil, timber, and general cargo.	243,090 00	3	Provisions, groceries, oil, &c	139,540 00
			2	Callao	2	Furniture and tobacco	212,811 00	2	Ballast	
	6	Otago, N. Z.	3	Otago, N. Z.	5	Ballast	800 00	1	Oats, sugar, &c	38,450 00
			1	China	1	Wine		2	Horses and drays	14,730 00
			2	In port				1	Ballast	
								2	In port	
	2	Newcastle, N.S.W.	1	Sold	2	Coal	6,275 00	1	Sold	
			1	In port				1	In port	
	2	Hong Kong	2	do	2	Opium, spirits, tobacco, &c	424,180 00	2	do	
	23		23		23		1,366,395 00	23		296,020 00

* Entered: 11 ships, 1 brig, 5 barks—17, and 3 in port. Cleared: 12 ships, 1 brig, 1 bark, 1 burnt, 2 sold—17, and 3 in port. Aggregate tonnage entered: 11,267.
† Entered: 13 ships, 2 barks, 2 brigs—17, and 5 in port. Cleared: 8 ships, 3 barks, 1 brig, 2 sold—14, and 8 in port. Aggregate tonnage entered: 12,511.
‡ Entered: 10 ships, 4 barks, 1 brig—15, and 7 in port. Cleared: 13 ships, 5 barks, 2 brigs—20, and 2 in port. Aggregate tonnage entered: 10,362.
§ Entered: 12 ships, 7 barks, 1 brig—20, and 3 in port. Cleared: 12 ships, 4 barks—16, 1 sold, and 6 in port. Aggregate tonnage entered: 14,601.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
SYDNEY, N. S. W. *E. Leavenworth.*										
Quarter ended December 31, 1862.*	4	In port	2	China	4	Before reported		2	Coal	$4,000 00
			1	Callao				2	Ballast	
			1	San Francisco						
	1	New Zealand	1	China	1	General cargo	22,000 00	1	Coal	3,000 00
	1	Manila	1	Siam	1	Sugar, cordage, and cigars	178,000 00	1	Ballast	
	1	Puget's Sound	1	China	1	Timber	34,000 00	1	Coal	4,500 00
	2	San Francisco	1	San Francisco	1	Flour, wheat, &c.	48,000 00			
			1	In port	1	Produce	15,500 00	2	In port	
	1	Calcutta	1	China	1	Rice and general cargo	128,000 00	1	Coal	5,500 00
	2	Whaling voyage	2	In port	2	Sperm and black oil and bone	65,000 00	2	In port	
	1	China	1	do	1	Tea	167,000 00	1	do	
	1	South Australia	1	do	1	Flour and wheat	19,000 00	1	do	
	14		14		14		676,500 00	14		17,000 00
2d, 3d, and 4th quarters		No report								
NEWCASTLE, N. S. W. *G. Mitchell.*										
Quarter ended December 31, 1862.†	1	Sydney	1	San Francisco	1	Ballast		1	1,330 tons coal	4,655 00
	1	Auckland	1	Adelaide	1	do		1	308 tons coal	1,088 00
	1	Melbourne	1	Melbourne	1	do		1	800 tons coal	2,800 00
	3		3		3			3		8,543 00
Quarter ended March 31, 1863.‡	3	Sydney	1	Otago	1	Ballast		1	576 tons, 100 casks beef, 50 pigs.	4,016 00
			2	San Francisco	1	7,120 bushels wheat	20,000 00	1	600 tons coal	2,100 00

	1	Sydney *via* South Australia.	1	South Australia..	1	Ballast		1	431 tons coal	1,508 00
	1				1	....do		1	591 tons coal	2,068 00
	1	Queensland	1	San Francisco	1	....do		1	400 tons coal	1,400 00
	2	Otago	1	....do	1	....do		1	1,000 tons coal	3,500 00
			1	Otago	1	....do		1	661 tons coal, 3 horses	2,563 00
	1	Aukland	1	San Francisco	1	....do		1	550 tons coal	1,875 00
	1	San Francisco	1	....do	1	....do		1	1,000 tons coal	3,500 00
	9		9		9		20,000 00	9		22,530 00
Quarter ended June 30, 1863.§	1	New York	1	Otago	1	Ballast		1	661 tons coal	2,314 00
	1	San Francisco	1	San Francisco	1	....do		1	568 tons coal	1,988 00
	1	Baltimore	1	Melbourne	1	....do		1	300 tons coal	1,350 00
	1	New Bedford	1	San Francisco	1	....do		1	500 tons coal	2,250 00
	4		4		4			4		7,902 00
Quarter ended September 30, 1863.		No report								
PORT ADELAIDE.										
J. W. Smith.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863 ‖	1	Bangor	1	India	1	1,500 tons lumber	35,000 00	1	Ballast	
	1	Puget's Sound	1	Sydney	1	1,000 tons lumber	22,500 00	1	700 tons flour and wheat	25,000 00
	1	Walleroo	1	Sydney	1	Ballast		1		
	3		3		3		57,500 00	3		25,000 00
Quarter ended June 30, 1863.¶	1	Walleroo	1	San Francisco	1			1	500 tons flour and wheat	30,000 00
	1	Algoa Bay	1	Invercargill	1	300 tons salt	3,000 00	1	350 tons flour and wheat	20,000 00
	1	Invercargill	1	Invercargill	1	Ballast		1	Ballast	
	3		3		3		3,000 00	3		50,000 00
Quarter ended September 30, 1863.		No report								

* Entered: 5 ships, 4 barks, 1 schooner—10, and 4 in port. Cleared: 6 ships, 2 barks—8, and 6 in port. Aggregate tonnage entered: 4,673 67-95.
† Entered and cleared: 3 ships. Aggregate tonnage entered: 1,973 29-95.
‡ Entered and cleared: 1 bark, 8 class not given. Aggregate tonnage entered: 4,052 25-95.
§ Entered and cleared: 1 ship, 2 barks, 1 brig—4. Aggregate tonnage: 1,545 44-95.
‖ Entered and cleared: 3, class not given. Aggregate tonnage entered, 1,768 65-95.
¶ Entered and cleared: 3, class not given. Aggregate tonnage, 704.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
BAY OF ISLANDS.										
G. H. Leavenworth.										
Quarter ended December 31, 1862.	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended March 31, 1863.*	12	South seas.....	12	Fisheries.....	12	8,975 bbls. sperm and 2,845 bbls. whale oil.	$435,600 00	12	Same as inward cargo.....	.....
Quarter ended June 30, 1863.†	6	South seas.....	3	South seas.....	3	1,245 bbls. sperm and 350 bbls. whale oil.	72,750 00	3	Same as inward cargo.....	.....
			2	New Bedford....	2	1,500 bbls. sperm and 500 bbls. whale oil.	90,000 00	2	....do.....	.....
			1	Fair Haven.....	1	1,100 bbls. sperm and 800 bbls. whale oil.	79,000 00	1	....do.....	.....
	6	.....	6	.....	6	.....	241,750 00	6	.....	.....
Quarter ended September 30, 1863.	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
MONTREAL.										
J. R. Giddings.										
Quarter ended December 31, 1862.‡	1	Buffalo.....	1	Boston.....	1	2,551 bushels corn.....	2,050 00	1	1,500 bushels peas.....	$1,050 00
2d, 3d, and 4th quarters	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
QUEBEC.										
C. S. Ogden.										
Quarter ended December 31, 1862.§	1	New Bedford....	1	Australia.....	1	Ballast.....	.....	1	375,000 boards and deals.....	30,000 00

Quarter ended September 30, 1863.‖	1	New Orleans	1	Liverpool	1	Ballast		1	32,000 pine deals, 10,800 staves, 2,800 ends.	20,000 00
	1	Bordeaux	1	London	1	....do		1	6,000 staves, 10,000 pine	10,000 00
	1	Provincetown	1	In port	1	Oysters		1	In port	
	3		3		3			3		30,000 00
PICTOU.										
B. H. Norton.										
Quarter ended December 31, 1862.¶	3	Boston	2	Boston						
			1	Wareham						
	1	Belfast	1	Somerset						
	3	Buffalo	2	New York						
			1	Philadelphia						
	1	Tremont	1	Calais						
	2	Pembroke	1	Pembroke	15	Ballast		14	2,735 tons coal	6,837 50
			1	Boston	1	Coal, (returned in distress)		2	Ballast	
	1	Somerset	1	Somerset						
	1	Scotland	1	New Bedford						
	1	St. John's, N. B.	1	Philadelphia						
	1	Quebec	1	New York						
	1	Halifax	1	Salem						
	1	Canso	1	Somerset						
	16		16		16			16		6,837 50
Quarter ended March 31, 1863.		No report								
Quarter ended June 30, 1863.**	1	Rockland	1	Salisbury						
	1	Buffalo	1	Providence						
	1	Pembroke	1	Pembroke	1	820 barrels lime	820 00	6	1,371 tons coal	3,427 50
	2	St. Johns, N. F.	2	New York	1	Fishing supplies		1	Fishing supplies	
	1	Halifax	1	Rockland	6	Ballast		1	Ballast	
	1	Harbor Grace, N.F	1	Portsmouth						
	1	Fishing	1	Fishing						
	8		8		8		820 00	8		3,427 50

* Entered and cleared: 7 ships, 5 barks—12. Aggregate tonnage entered, 4,396.
† Entered and cleared; 2 barks, 4 ships—6. Aggregate tonnage, 1,959.
‡ Entered and cleared: 1, class not given. Tonnage, 243 37-95.
§ Entered and cleared: 1 ship. Tonnage, 543.
‖ Entered: 2 ships, 1 schooner—3. Cleared: 2 ships, and 1 in port. Aggregate tonnage entered, 1,808.
¶ Entered and cleared: 1 bark, 4 brigs, 7 schooners, 4 steamers—16. Aggregate tonnage entered, 3,489.
** Entered and cleared: 1 steamer, 7 schooners—8. Aggregate tonnage entered, 1,452.

Navigation and commerce of the United States with foreign countries—Continued.

Country, consulate, name of consul, and date of returns.	Vessels. Entered. No. of vessels.	Vessels. Entered. Where from.	Vessels. Cleared. No. of vessels.	Vessels. Cleared. Where for.	Cargoes. Inward. No. of vessels.	Cargoes. Inward. Description.	Cargoes. Inward. Value.	Cargoes. Outward. No. of vessels.	Cargoes. Outward. Description.	Cargoes. Outward. Value.
BRITISH DOMINIONS.										
PICTOU.										
B. H. Norton.										
Quarter ended September 30, 1863.	37	**Boston**	14	Boston						
			4	Providence						
			3	Wareham						
			3	Somerset						
			7	Pembroke						
			2	New York						
			1	New Bedford						
			1	Newport						
			1	Bath						
			1	Calais						
	6	**Providence**	3	Providence						
			1	Bristol						
			1	New London						
			1	Somerset						
	2	**New London**	1	Norwich						
			1	Providence						
	10	**Portland**	7	Portland						
			1	Salem						
			1	New Bedford						
			1	Boston						
	3	**Fall River**	1	Somerset						
			1	Boston						
			1	Wareham						
	2	**Rockland**	1	Somerset						
			1	New York						
	8	**New York**	1	do	1	27 barrels flour, 5 barrels pork	$195 00	93	31,788 tons coal	$79,475 00
			2	Portland	93	Ballast		1	Ballast	
			4	Boston						
			1	Somerset						
	2	**Thomaston**	1	Providence						
			1	Boston						
	1	**Newport**	1	Providence						

	1	Tremont	1	Somerset							
	1	Sullivan	1	Nantucket							
	1	Wareham	1	Wareham							
	1	Bristol	1	Providence							
	1	New Bedford	1	Somerset							
	1	Sedgwick	1	Pembroke							
	1	Salem	1	Somerset							
	2	Pembroke	2	Pembroke							
	2	Machias	1	Wareham							
			1	Pembroke							
	1	Camden	1	Boston							
	1	Gloucester	1	Newburyport							
	1	Cherryfield	1	Norwich							
	1	Bucksport	1	Wareham							
	2	Somerset	2	Somerset							
	1	Norwich	1	Norwich							
	3	France	1	New York							
			1	Boston							
			1	Bouctouchi Inlet							
	1	Halifax	1	Boston							
	1	Dighton	1	Wareham							
	94		94		94		195 00	94			79,475 00
ST. JOHN, N. F.											
C. O. Leach.											
Quarter ended December 31, 1862.†	1	Lisbon	1	Cow Bay	1	300 tons salt	1,300 00	1	Ballast		
	1	Baltimore	1	....do	1	1,805 barrels flour	8,664 00	1	....do		
	2	New York	1	Pictou	1	2,083 barrels flour	12,841 00	1	....do		
			1	Lingan	1	1,830 bbls. flour, 342 bbls. pork	10,560 00	1	....do		
	1	St. Lucia, W. I	1	....do	1	243 punch's and 10 trcs. molasses	4,200 00	1	....do		
	5		5		5		37,565 00	5			
Quarter ended March 31, 1863.‡	1	New York	1	In port	1	645 bbls. flour, 20 bbls. pork	4,829 00	1	In port		
Quarter ended June 30, 1863.§	1	In port	1	Boston	1	Before reported		1	Old iron, junk, hides		3,000 00
	6	New York	2	New York	2	6,955 barrels flour	50,800 00	2	Ballast		
			1	Baltimore	1	2,300 barrels flour	12,609 00	1	....do		
			1	Pictou, N. S	1	3,750 bbls flour and pork	27,200 00	1	....do		
			1	Lingan, C. B	1	2,225 barrels flour	14,500 00	1	....do		
			1	Cow Bay, C. B	1	2,500 barrels flour	16,000 00	1	....do		
	5	Baltimore	2	Glace Bay, C. B	2	4,950 barrels flour	30,194 00	2	....do		
			2	Sydney	2	2,100 bbls. flour, bacon, hams	27,532 00	2	....do		
			1	Baltimore	1	2,199 barrels flour	12,480 00	1	....do		
	1	Port Aux, Basque	1	Port Aux, Basque	1	Ballast		1	400 hogsheads salt		600 00
	13		13		13		191,315 00	13			3,600 00

* Entered and cleared: 1 ship, 20 barks, 38 brigs, 35 schooners—94. Agg'te tonnage entered, 24,804. † Entered and cleared: 1 bark, 4 schooners—5. Agg'te ton'ge entered, 1,007
Entered: 1 schooner, and yet in port. Tonnage, 131. § Entered: 1 bark, 4 brigs, 7 schooners—12, and 1 in port. Cleared: 1 bark, 4 brigs, 8 schooners—13. Agg'te ton'ge entered, 3,210.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
ST. JOHN, N. F.										
C. O. Leach.										
Quarter ended September 30, 1863.*	1	Bangor	1	Lingan	1	70,000 bricks, 30,000 shingles, 65,962 feet lumber, 100 casks lime, 42 barrels potatoes.	$1,500 00	1	Ballast	
HALIFAX.										
M. M. Jackson.										
Quarter ended December 31, 1862.†	2	In port	2	Not stated	2	Before reported		1	Ballast	
								1	59 tons iron	$400 00
	5	Pictou	2	Boston	2	461 tons coal	1,200 00	2	491 tons coal	1,200 00
			3	New York	2	Ballast		2	Ballast	
					1	456 ship knees, 7,035 bush. oats, 3,000 bushels corn.	5,000 00	1	Same as inward cargo	5,000 00
	1	Rockport	1	Cape Breton	1	1,100 barrels lime	750 00	1	Ballast	
	1	Bangor	1	Pictou	1	Coal	400 00	1	do	
	1	Wiscasset	1	do	1	1,120 quintals codfish	3,000 00	1	do	
	1	Eastport	1	Not stated	1	5,000 boxes herring	1,000 00	1	do	
	11		11		11		11,350 00	11		6,600 00
Quarter ended March 31, 1863.‡	1	Hawkesbury	1	Gloucester	1	160 barrels fish	1,000 00	1	160 barrels fish	1,000 00
	1	Rose Blanche	1	Rose Blanche	1	150 hhds. salt and merchandise	300 00	1	150 hhds. salt and merchandise	1,000 00
	2	Baltimore	2	St. John's, Porto Rico.	2	1,242 bbls. flour, corn, and bacon	17,200 00	2	100 bbls. molasses, tea, meal, and fish.	9,500 00
	1	Eastport	1	Eastport	1	100 bxs. herring, 22 casks dry fish	1,500 00	1	9 hhds. molasses, 1 hhd. sugar	300 00
	1	New York	1		1	500 barrels flour, 201 bags meal, 30 boxes tobacco.	4,500 00	1	600 bbls. fish	3,000 00
	6		6		6		24,500 00	6		14,800 00
Quarter ended June 30, 1863.		No report								

	1	Rockland	1	Pictou	1	1,000 barrels lime	600 00	1	Ballast	
	1	New York	1	Washington, D.C.	1			1	Ice	3,500 00
	1	Wales	1	In port	1	1,300 tons coal	4,000 00	1	In port	
	8		8		8		47,262 00	8		47,490 00
ST. JOHN'S, N. B.										
J. Q. Howard.										
Quarter ended December 31, 1862.‖	6	Boston	2	Boston	2	Passengers		2	Passengers	
			1	Wilmington	1	Ballast		1	245,800 square pickets	800 00
			1	Salem	1	10 tons fuel, 193 pkgs. provisions	575 00	1	99,500 shingles, 83,283 ft. pine boards.	1,175 00
			1	New York	1	Ballast		1	1,049,000 sawn laths	525 00
			1	In port	1	....do		1	In port	
	2	Liverpool	1	Liverpool	1	....do		1	766,047 feet deals	5,362 00
			1	In port	1	254 tons coal	1,000 00	1	In port	
	1	Philadelphia	1	Baltimore	1	210 tons coal	1,680 00	1	150,000 palings	450 00
	1	Halifax	1	In port	1	9 tons iron	400 00	1	800,000 deals	5,600 00
	1	Providence	1	Augusta	1	Ballast		1	91,321 feet door-stuff	900 00
	1	Machias	1	Philadelphia	1	....do		1	560,000 laths	600 00
	1	New York	1	Boston	1	560 barrels flour	3,360 00	1	632 barrels provisions	1,738 00
									147 hackmatack knees	256 00
	14	Not given	14	Not given	14	Passengers		14	Passengers	
	27		27		27		7,015 00	27		17,406 00
Quarter ended March 31, 1863.¶	2	In port	1	Spain	2	Before reported		1	200 standard deals	3,200 00
			1	London				1	360 standard deals	6,000 00
	7	New York	1	Boston	1	1,400 barrels flour	7,700 00	1	122,000 feet pine boards	1,300 00
			2	Eastport	2	2,835 barrels flour	17,782 00	2	220,000 laths, 95 tons ice	972 00
			1	New York	1	220 tons coal	1,540 00	1	72,000 laths	363 00
			1	St. Stephen's, N.B	1	220 tons coal	1,540 00	1	Ballast	
			1	Le Pilaux, N. B.	1	1,100 barrels flour	7,000 00	1	....do	
			1	In port	1	887 barrels flour and pork	7,625 00	1	In port	
	2	Boston	1	Eastport	1	General cargo	4,262 00	1	Ballast	
			1	Philadelphia	1	Ballast		1	200,000 laths	900 00
	1	Kennebunk	1	In port	1	....do		1	In port	
	2	Eastport	2	Eastport	2	Passengers		2	Passengers	
	14		14		14		47,449 00	14		12,735 00

* Entered and cleared: 1 brig. Tonnage, 146. † Entered: 1 bark, 4 sch'rs, 4 propellers—9, and 2 in port. Cleared: 2 ships, 1 bark, 4 sch'rs, 4 propellers—11. Aggregate tonnage ent'd, 3,212.
‡ Entered and cleared: 5 schooners, 1 brig—6. Aggregate tonnage entered, 735.
§ Entered: 4 schooners, 2 ships, 1 brig, 1 bark—8. Cleared: 4 schooners, 1 ship, 1 brig, 1 bark—7, and 1 in port. Aggregate tonnage entered, 2,981.
‖ Entered: 16 steamers, 3 ships, 7 schooners, 1 bark—27. Cleared: 16 steamers, 2 ships, 7 schooners—25, and 2 in port. Aggregate tonnage entered, 5,919.
¶ Entered: 9 schooners, 1 ship, 2 steamers—12, and 2 in port. Cleared: 1 ship, 8 schooners, 2 steamers, 1 bark—12, and 2 in port. Aggregate tonnage entered, 4,062.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
ST. JOHN'S, N. B.										
J. Q. Howard.										
Quarter ended June 30, 1863. *	2	In port	1	Liverpool	2	Before reported		1	Lumber, 495,000 stand. deals	$9,900 00
			1	Eastport				1	Ballast	
	31	Eastport	30	Eastport	30	Passengers		30	Passengers	
			1	Le Preaux, N. B.	1	900 barrels flour	$4,900 00	1	Ballast	
	7	New York	2	Liverpool	2	Ballast		2	Lumber, 895,000 stand. deals	17,900 00
			1	Valparaiso	1	do		1	765,586 feet boards	25,000 00
			1	Eastport	1	727 barrels flour	4,000 00	1	80,000 feet boards	800 00
			1	London	1	Ballast		1	475,000 standard deals	9,500 00
			1	Havana	1	do		1	Ballast	
			1	New Bedford	1	578 barrels flour	3,162 00	1	80,000 feet boards	800 00
	4	Boston	2	Boston	2	Ballast		2	300 barrels fish, boards	2,200 00
			2	In port	2	do		2	In port	
	4	Baltimore	2	Philadelphia	2	82,000 feet white oak timber, 212 tons ship timber.	7,978 00	2	Boards, scantling, and palings	2,200 00
			1	Baltimore	1	106,000 feet oak timber	4,146 00	1	123,000 laths and palings	480 00
			1	Brovidence	1	230 tons white oak timber	4,600 00	1	221,000 feet boards and laths	700 00
	4	Portland	2	Boston	2	Ballast		2	675,000 shingles, 60,000 feet pine boards.	3,045 00
			1	Wilmington	1	do		1	600,000 laths	345 00
			1	In port	1	do		1	In port	
	1	London	1	London	1	do		1	412,000 standard deals	8,240 00
	1	Camden	1	Augusta	1	2 tons oakum	600 00	1	82,000 feet white pine	2,000 00
	1	Bath	1	London	1	Ballast		1	462,000 standard deals	9,240 00
	1	Halifax	1	Philadelphia	1	275 hhds. molasses	12,000 00	1	115,000 laths and palings	450 00
	1	Machias	1	Philadelphia	1	229 tons anthracite coal	1,600 00	1	702,800 laths	660 00
	1	Antwerp	1	London	1	Ballast		1	300,000 standard deals	6,000 00
	1	Philadelphia	1	New York	1	271 tons anthracite coal	1,900 00	1	170,000 feet boards	1,870 00
	1	Rotterdam	1	In port	1	Ballast		1	In port	
	60		60		60		44,886 00	60		101,330 00

Quarter ended September 30, 1863. †	4	In port	1	Bristol	4	Before reported			1	485 standard deals	9,700 00
			1	Sold					1	Took British flag	
			1	London					1	540 standard deals	10,800 00
			1	Philadelphia					1	135,000 feet pine boards	1,300 00
	27	Eastport	26	Eastport	26	General cargo and passengers			26	General cargo and passengers	
			1	In port	1	do do			1	do do	
	19	Boston	7	Philadelphia	7	Ballast			7	194,600 ft. b'ds and scantling, 1,547,000 laths and palings, 417,000 ft. boards and laths, 153,000 ft. boards and palin's.	4,583 00
			3	Boston	3	do			3	300 piles, 181,000 ft. pine b'ds	1,830 00
			2	Wilmington	2	do			2	195,000 ft. boards and palings, 190,000 laths.	1,461 00
			2	Newport	2	do			2	133,000 ft. boards, 126,000 ft. do.	2,080 00
			1	St. George, N. B.	1	do			1	Ballast	
			1	Delaware City	1	do			1	133,000 laths and palings	140 00
			1	Washington	1	do			1	855,000 laths and palings	609 00
			1	London	1	do			1	568 standard deals	11,360 00
			1	Liverpool	1	do			1	347 standard deals	6,140 00
	16	New York	8	Liverpool	8	do			8	3,865 standard deals	75,630 00
			1	London	1	do			1	648 standard deals	12,960 00
			1	Wilmington	1	do			1	126,000 feet spruce boards	688 00
			6	In port	6	do			2 4	983 standard deals In port	19,660 00
	4	Portland	2	Philadelphia	2	Ballast and coal	1,980 00		2	775,000 laths, 88,000 laths & b'ds	975 00
			1	Montevideo	1	Ballast			1		
			1	Boston	1	do			1	126,000 feet boards and plank	3,800 00
	2	Bath	1	Dublin	1	do			1	240 standard deals	4,800 00
			1	Liverpool	1	do			1	480 standard deals	7,000 00
	2	Sedgwick	2	Philadelphia	2	do			2	180,000 feet lumber, 175,000 feet boards.	2,500 00
	2	Ellsworth	1	Philadelphia	1	do			1	140,000 feet scantling	1,600 00
			1	Newport	1	do			1	102,000 feet boards	740 00
	2	Philadelphia	1	St. George, N. B.	1	164 tons coal	1,640 00		1	Ballast	
			1	Philadelphia	1	236 tons coal	2,360 00		1	160,000 feet boards	1,300 00
	2	St. George	2	Philadelphia	2	Ballast			2	190,000 ft. spruce boards, 413 ship-knees, 297,000 laths.	2,152 00
	1	Baltimore	1	Philadelphia	1	700 barrels flour	3,500 00		1	618,000 laths	247 00
	1	Gloucester	1	Gloucester	1	Ballast			1	4,290 bushels salt	858 00
	1	Southwest Harb'r	1	Philadelphia	1	do			1	600,000 palings	260 00
	1	Rockland	1	Philadelphia	1	do			1	700,000 laths and scantling	900 00
	1	London	1	London	1	do			1	416 standard deals	8,320 00
	1	Belfast	1	New Haven	1	do			1	107,321 feet boards	980 00
	1	Castine	1	Wilmington	1	do			1	132,000 feet boards	1,170 00
	1	Fremont	1	Philadelphia	1	do			1	880,000 laths	352 00
	1	Salem	1	Newport	1	do			1	181,000 feet boards	2,204 00
	89		89		89		9,480 00		89		199,099 00

* Entered: 30 steamers, 16 schooners, 10 ships, 2 brigs—58, and 2 in port. Cleared: 29 steamers, 17 schooners, 8 ships, 1 brig, 1 sold—56, and 4 in port. Aggregate tonnage entered, 37,863.
† Entered: 28 schooners, 27 steamers, 18 ships, 8 brigs, 3 barks, 1 brigantine—85, and 4 in port. Cleared: 28 schooners, 26 steamers, 15 ships, 8 brigs, 2 barks, 1 brigantine—80, 1 sold, and 8 in port. Aggregate tonnage entered, 50,557.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
ST. GEORGE'S. *(Bermuda Consulate.)* *C. M. Allen.*										
Quarter ended December 31, 1862.*	1	In port	1	New Orleans	1	Before reported		1	Coal	$69,000 00
	1	Cardiff	1	Boston	1	720 tons coal	$5,760 00	1	Ballast	
	2	New York	1	Shanghai	1	Ballast		1	....do	
			1	Antwerp	1	600 tons general cargo	45,000 00	1	In port	
	1	Boston	1	St. Domingo	1	900 barrels general cargo	6,000 00	1	Part of inward cargo	5,400 00
	5		5		5		56,760 00	5		74,400 00
Quarter ended March 31, 1863.†	1	In port	1	New York	1	Before reported		1	450 tons inward cargo	38,000 00
	1	Gloucester	1	Kingston, Ja	1	100 tons general cargo	3,000 00	1	70 tons inward cargo	2,300 00
	2	Philadelphia	1	Acapulco	1	1,600 tons coal	9,600 00	1	1,000 tons inward cargo	6,000 00
			1	San Francisco	1	1,800 tons coal	10,800 00	1	1,800 tons inward cargo	10,800 00
	1	Baltimore	1	Rio de Janeiro	1	3,200 barrels flour	27,200 00	1	3,200 barrels flour	27,200 00
	1	Newport, Wales	1	Boston	1	500 tons coal	2,000 00	1	500 tons coal	2,000 00
	1	Boston	1	Kurrachee	1	General cargo	30,000 00	1	Condemned and sold	
	1	St. John's	1	London	1	800,000 feet of deals	8,000 00	1	In port, in distress	
	8		8		8		90,600 00	8		86,300 00
Quarter ended June 30, 1863.‡	1	In port	1	Thomaston	1	Before reported		1	416,000 feet deals	4,160 00
	1	New York	1	Shanghai	1	Coal and lumber	11,700 00	1	Inward cargo	11,700 00
	1	Boston	1	Acapulco	1	1,030 tons coal	6,180 00	1	Inward cargo and 600 tons coal	9,618 00
	3		3		3		17,880 00	3		25,478 00
Quarter ended September 30, 1863.§	1	Boston	1	St. Domingo	1	General cargo	10,000 00	1	Part of inward cargo	7,000 00

(Bermuda Consulate.)										
J. T. Darrell.										
Quarter ended December 31, 1862. ‖	1	Bangor	1	Philadelphia	1	120,000 feet lumber	2,000 00	1	Ballast	
	4	New York	3	New York	3	500 tons general cargo	25,000 00	3	....do	
						90 cattle	11,500 00			
			1	In port	1	250 tons general cargo	9,000 00	1	In port	
	5		5		5		47,500 00	5		
Quarter ended March 31, 1863. ¶	1	In port	1	Turk's Island	1	Before reported		1	Ballast	
	1	Newport	1	New York	1	600 tons coal	3,000 00	1	....do	
	1	Boston	1	Jeremie	1	80 tons general cargo	5,000 00	1	80 tons general cargo	5,000 00
	6	New York	6	New York	6	500 tons general cargo	15,000 00	6	Ballast	
						330 cattle	35,500 00			
	9		9		9		58,500 00	9		5,000 00
Quarter ended June 30, 1863. **	2	New York	2	New York	2	250 tons general cargo	8,000 00	2	400 tons general cargo	9,000 00
						60 head cattle.	9,000 00			
	1	Bangor	1	Bangor	1	160,000 feet lumber	2,000 00	1	Ballast	
	3		3		3		19,000 00	3		9,000 00
Quarter ended September 30, 1863. ††	4	Whaling	4	Whaling	4	226 barrels oil and provisions	11,800 00	1	6 barrels oil and provisions	3,000 00
								3	Whaling gear	
	1	Halifax	1	New York	1	97 head cattle	10,000 00	1	Ballast	
	1	Swansea	1	Baltimore	1	391 tons coal	1,500 00	1	....do	
	1	Stonington	1	Stoning,on	1	Live fish	50 00	1	Live fish	150 00
	7		7		7		23,350 00	7		3,150 00
NASSAU.										
S. Whiting.										
Quarter ended December 31, 1862. ‡‡	1	Philadelphia	1	Baltimore	1	General cargo		1	Sold	
	3	Turk's Island	1	Sold	1	Salt		1	....do	
			2	New York	2	....do		1	Fruit	
								1	In port	

* Entered: 1 steamer, 2 barks, 1 schooner—4, and 1 in port. Cleared: 1 steamer, 1 bark, 1 schooner—3, and 1 in port. Aggregate tonnage entered, 2,079 15-95.
† Entered: 4 ships, 2 barks, 1 schooner—7, and 1 in port. Cleared: 2 ships, 3 barks, 1 schooner—6, 1 condemned, and 1 in port. Aggregate tonnage entered, 4,411 17-95.
‡ Entered: 2 ships, and 1 in port. Cleared: 3 ships. Aggregate tonnage entered, 1,778 68-95. §Entered and cleared: 1 brig. Tonnage, 146 5-95.
‖ Entered: 2 schooners, 3 brigs—5. Cleared: 1 schooner, 3 brigs—4, and 1 in port. Aggregate tonnage entered, 1,197 85-95.
¶ Entered: 1 bark, 6 brigs, 1 schooner—8, and 1 in port. Cleared: 1 bark, 6 brigs, 2 schooners—8. Aggregate tonnage entered, 2,097 1-95.
** Entered and cleared: 2 brigs, 1 schooner—3. Aggregate tonnage, 690 8-95. †† Entered and cleared: 2 barks, 1 brig, 3 schooners, 1 sloop—7. Aggregate tonnage entered, 1,312 31-95.
‡‡ Entered: 6 schooners, 4 brigs, 1 bark, 1 ship—12. Cleared: 4 schooners, 2 brigs, 2 sold—8, and 4 in port. Aggregate tonnage entered, 2,932.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
NASSAU.										
S. Whiting.										
Quarter ended December 31, 1862—Continued.	1	Bath, Me.	1	Boston	1	Ice		1		
	1	Newport, R. I.	1	Cuba	1	Potatoes		1		
	2	Key West	2	Key West	2	Turtle		2	Ballast	
	3	New York	1	New York	1	General cargo		1	In port	
			1	Cuba	1	Shooks		1		
			1	New Orleans	1	Hay, coal, &c		1	In port	
	1	Cardiff	1	In port	1	Coal		1	do	
	12		12		12			12		
2d and 3d quarters		No report								
W. C. Thompson.										
Quarter ended September 30, 1863.*	1	Baltimore	1	Nassau	1	Provisions	$4,000 00	1	Outward cargo not reported	
	2	Bath	2	Nassau	2	Provisions, lumber, boats, ice	799 90	2	do	
	1	Boston	1	New Orleans	1	Assorted cargo		1	do	
	2	New York	1	Havana	1	do		1	do	
			1	New Orleans	1	26,000 ft. lumber, 300 bxs. herring.	700 00	1	do	
	1	Key West	1	Nassau	1	Ballast		1	do	
	1	Searsport	1	Nassau	1	Ice and lumber		1	do	
	8		8		8		5,499 90	8		
INAGUA.										
D. Sargent.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.†	1	St. Jago	1	Baltimore	1	Ballast		1	4,794 bushels salt	$383 52
	2	Kingston, Ja.	1	Kingston, Ja.	1	do		1	2,547 bushels salt	203 76

	1	Boston, via Turk's Island.	1	Truxillo	1	Flour, corn, lumber	330 00	1	Balance of inward cargo	
	4		4		4		330 00	4		857 91
Quarter ended June 30, 1863.		No report								
Quarter ended September 30, 1863.‡	1	Port au Prince	1	Boston	1	Logwood not landed		1	2,534 bushels salt	202 72
	1	Curacoa	1	New York	1	Ballast		1	15,590 bushels salt	1,247 20
	2		2		2			2		1,449 92
TURK'S ISLAND.										
J. E. Newport.										
Quarter ended December 31, 1862.§	1	In port	1	Philadelphia	1	Before reported		1	Salt 11,204 bushels	784 28
	1	Bermuda	1	New York	1	Ballast		1	Salt 14,008 bushels	980 56
	8	St. Thomas	1	New Haven	1	do		1	Salt 3,712 bushels	259 84
			1	Philadelphia	1	do		1	Salt 5,684 bushels	397 88
			2	New York	2	do		2	Salt 9,949 bushels	696 43
			3	Boston	3	do		3	Salt 24,118 bushels	1,688 26
			1	Baltimore	1	do		1	Salt 4,512 bushels	315 84
	1	Newburyport	1	Newburyport	1	Assorted cargo	3,420 86	1	Salt 2,604 bushels	182 28
	10	Porto Rico	3	Baltimore	3	Ballast		3	Salt 15,415 bushels	1,079 05
			1	New Haven	1	do		1	Salt 8,078 bushels	565 46
			4	New York	4	do		4	Salt 21,977 bushels	1,538 39
			1	Boston	1	do		1	Salt 3,180 bushels	222 60
			1	Philadelphia	1	do		1	Salt 5,176 bushels	362 32
	1	Demarara	1	New York	1	do		1	Salt 7,180 bushels	502 60
	5	Barbadoes	1	Hartford	1	Assorted cargo	638 40	1	Salt 5,772 bushels	404 04
			1	New York	1	Ballast		1	Salt 4,836 bushels	338 52
			1	Boston	1	do		1	Salt 5,890 bushels	412 30
			1	Philadelphia	1	do		1	Salt 8,120 bushels	568 40
			1	East Harbor	1	do		1	Ballast	
	1	Martinique	1	New York	1	do		1	Salt 3,124 bushels	218 68
	1	St. Croix	1	New York	1	do		1	Salt 8,260 bushels	578 20
	5	Trinidad	2	New York	2	do		2	Salt 11,734 bushels	821 38
			3	Philadelphia	1	Bread, &c	56 00	3	Salt 23,334 bushels	1,633 38
					2	Ballast				
	1	Boston	1	Truxillo	1	Assorted cargo	1,016 50	1	Part inw'd cargo	
	1	Porto Cabello	1	Philadelphia	1	Ballast		1	Salt 6,110 bushels	427 70
	36		36		36		5,131 76	36	213,977 bushels	14,978 39

* Entered: 4 schooners, 2 barks, 1, brig, 1 sloop—8. Cleared: Not reported. Aggregate tonnage entered, 1,311 69-95.
† Entered and cleared: 2 brigs, 2 schooners—4. Aggregate tonnage entered, 550.
‡ Entered and cleared: 1 brig, 1 bark—2. Aggregate tonnage entered, 568.
§ Entered: 7 barks, 11 brigs, 17 schooners—35, and 1 in port. Cleared: 8 barks, 11 brigs, 17 schooners—36. Aggregate tonnage entered, 6,857 70-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
TURK'S ISLAND.										
J. E. Newport.										
Quarter ended March 31, 1862.*	1	Porto Rico	1	Boston	1	Ballast		1	5,452 bushels salt	381 64
	1	St. Thomas	1	New York	1	do		1	64,800 pounds dyewood	362 50
	1	Bermuda	1	East Harbor	1	do		1	Ballast	
	2	East Harbor	2	New Orleans	2	76,000 bushels salt	855 00	2	76,000 bushels salt	855 00
	1	Barbadoes	1	Newburyport	1	Ballast		1	4,068 bushels salt	306 35
	1	Trinidad	1	New York	1	Sugar		1	Inward cargo	
	1	Boston	1	Inagua	1	880 barrels assorted cargo	3,500 00	1	800 barrels inward cargo	2,600 00
	1	Rio Janeiro	1	New York	1	Ballast		1	9,132 bushels salt	640 24
	9		9		9		4,355 00	9		5,145 73
Quarter ended June 30, 1863.†	1	Barbadoes	1	Newburyport	1	Ballast		1	2,611 bushels salt	196 81
	1	Trinidad	1	New York	1	do		1	6,897 bushels salt	499 58
	1	St. Kits	1	Baracoa	1	2 puncheons molasses	44 00	1	1,600 bushels salt	120 00
	1	Boston	1	Truxillo	1	850 bbls. assorted merchandise	3,500 00	1	Part inward cargo	2,500 00
	1	St. Thomas	1	Boston	1	Ballast		1	8,084 bushels salt	606 55
	1	New York	1	East Harbor	1	1,200 bbls. assorted merchandise	6,000 00	1	Part inward cargo	2,000 00
	6		6		6		9,544 00	6		5,922 94
Quarter ended September 30, 1863.‡	2	Boston	1	Cuba	1	Assorted cargo	3,491 00	1	Condemned	
			1	Truxillo	1	do	3,100 00	1	Part inward cargo	1,300 00
	2	Barbadoes	1	Philadelphia	1	Ballast		1	7,436 bushels salt	599 00
			1	New York	1	do		1	8,970 bushels salt	718 50
	1	New York	1	East Harbor	1	Assorted cargo	8,000 00	1	Part inward cargo	1,000 00
	1	Martinique	1	Philadelphia	1	Ballast		1	Salt 7,092 bushels	567 36
	1	St. Croix	1	Boston	1	do		1	Salt 7,530 bushels	567 25
	1	Bangor	1	Bangor	1	Lumber and shingles	2,379 00	1	Salt 4,926 bushels	396 83
	1	St. Thomas	1	New Haven	1	Ballast		1	Salt 6,036 bushels	471 25
	9		9		9		16,970 00	9		5,620 19

EAST HARBOR, (TURK'S ISLAND.)										
E. Jones.										
Quarter ended December 31, 1862.§	1	In port	1	Not stated	1	Before reported		1	Salt 9,750 bushels	682 50
	1	Barbadoes	1	New York	1	Ballast		1	Salt 6,728 bushels	504 60
	4	Puerto Rico	1	....do	1	....do		1	Salt 9,509 bushels	714 42
			3	New Haven	3	....do		3	Salt 19,446 bushels	1,436 45
	2	Demarara	1	New York	1	....do		1	Salt 8,161 bushels	432 76
			1	Philadelphia	1	....do		1	Salt 5,048 bushels	354 36
	2	Martinique	2	Boston	2	....do		2	Salt 15,420 bushels	941 40
	1	Pernambuco	1	New London	1	....do		1	Salt 10,000 bushels	676 00
	1	St. Thomas	1	New York	1	....do		1	Salt 6,020 bushels	421 40
	2	St. Croix	2	....do	2	....do		2	Salt 15,699 bushels	1,100 92
	2	Trinidad	1	....do	1	....do		1	Salt 6,320 bushels	442 40
			1	Philadelphia	1	....do		1	Salt 5,094 bushels	357 58
	1	Grand Turk	1	....do	1	....do		1	Salt 6,246 bushels	438 22
	17		17		17			17		8,503 01
Quarter ended March 31, 1863.‖	1	Demarara	1	Philadelphia	1	Ballast		1	Salt 5,508 bushels	331 48
	1	Bermuda	1	New York	1	....do		1	Salt 7,100 bushels	497 00
	1	St. Thomas	1	....do	1	....do		1	Salt 5,948 bushels	417 36
	1	Granada	1	Newport	1	....do		1	Salt 4,545 bushels	319 15
	1	Guadaloupe	1	New Orleans	1	....do		1	Salt 5,000 bushels	376 00
	5		5		5			5		1,940 99
Quarter ended June 30, 1863.¶	2	Guadaloupe	1	Newport	1	Ballast		1	Salt 6,286 bushels	441 12
			1	Philadelphia	1	....do		1	Salt 8,800 bushels	617 00
	1	Grand Turk	1	New York	1	....do		1	Salt 5,176 bushels	366 32
	3		3		3			3		1,424 44
Quarter ended September 30, 1863.**	1	St. Croix	1	Boston	1	Ballast				
	1	Martinique	1	....do	1	....do				
	1	Curacoa	1	Bangor	1	....do		6	48,780 bushels salt	3,754 20
	1	Cape Haytien	1	Philadelphia	1	....do				
	1	Grand Turk	1	New York	1	Breadstuffs, &c	943 82			
	1	Demarara	1	Boston	1	Ballast				
	6		6		6		943 82	6		3,754 20

* Entered and cleared: 2 barks, 3 brigs, 4 schooners—9. Aggregate tonnage entered, 1,645 35-95.
† Entered and cleared: 1 bark, 1 brig, 4 schooners—6. Aggregate tonnage entered, 1,008 25-95.
‡ Entered: 5 schooners, 2 brigs, 2 barks—9. Cleared: 4 schooners, 2 brigs, 2 barks—8, 1 condemned. Aggregate tonnage entered, 1,787 26-95.
§ Entered: 6 brigantines, 3 barks, 3 brigs, 4 schooners—16, and 1 in port. Cleared: 7 brigantines, 3 barks, 3 brigs, 4 schooners—17. Aggregate tonnage entered, 3,544 92-95.
‖ Entered and cleared: 2 brigantines, 3 schooners—5. Aggregate tonnage entered, 985 44-95.
¶ Entered and cleared: 2 brigantines, 1 schooner—3. Aggregate tonnage entered, 651 17-95.
** Entered and cleared: 2 schooners, 3 brigantines, 1 bark—6. Aggregate tonnage entered, 1,319 16-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
TURK'S ISLAND.										
J. E. Newport.										
Quarter ended March 31, 1862.*	1	Porto Rico	1	Boston	1	Ballast		1	5,452 bushels salt	381 64
	1	St. Thomas	1	New York	1	....do		1	64,800 pounds dyewood	362 50
	1	Bermuda	1	East Harbor	1	....do		1	Ballast	
	2	East Harbor	2	New Orleans	2	76,000 bushels salt	855 00	2	76,000 bushels salt	855 00
	1	Barbadoes	1	Newburyport	1	Ballast		1	4,068 bushels salt	306 35
	1	Trinidad	1	New York	1	Sugar		1	Inward cargo	
	1	Boston	1	Inagua	1	880 barrels assorted cargo	3,500 00	1	800 barrels inward cargo	2,600 00
	1	Rio Janeiro	1	New York	1	Ballast		1	9,132 bushels salt	640 24
	9		9		9		4,355 00	9		5,145 73
Quarter ended June 30, 1863.†	1	Barbadoes	1	Newburyport	1	Ballast		1	2,611 bushels salt	196 81
	1	Trinidad	1	New York	1	....do		1	6,897 bushels salt	499 58
	1	St. Kits	1	Baracoa	1	2 puncheons molasses	44 00	1	1,600 bushels salt	120 00
	1	Boston	1	Truxillo	1	850 bbls. assorted merchandise	3,500 00	1	Part inward cargo	2,500 00
	1	St. Thomas	1	Boston	1	Ballast		1	8,084 bushels salt	606 55
	1	New York	1	East Harbor	1	1,200 bbls. assorted merchandise	6,000 00	1	Part inward cargo	2,000 00
	6		6		6		9,544 00	6		5,922 94
Quarter ended September 30, 1863.‡	2	Boston	1	Cuba	1	Assorted cargo	3,491 00	1	Condemned	
			1	Truxillo	1	....do	3,100 00	1	Part inward cargo	1,300 00
	2	Barbadoes	1	Philadelphia	1	Ballast		1	7,436 bushels salt	599 00
			1	New York	1	....do		1	8,970 bushels salt	718 50
	1	New York	1	East Harbor	1	Assorted cargo	8,000 00	1	Part inward cargo	1,000 00
	1	Martinique	1	Philadelphia	1	Ballast		1	Salt 7,092 bushels	567 36
	1	St. Croix	1	Boston	1	....do		1	Salt 7,530 bushels	567 25
	1	Bangor	1	Bangor	1	Lumber and shingles	2,379 00	1	Salt 4,926 bushels	396 83
	1	St. Thomas	1	New Haven	1	Ballast		1	Salt 6,036 bushels	471 25
	9		9		9		16,970 00	9		5,620 19

	1	Barbadoes	1	....do	1	....do		1	Salt ..... 6,238 bushels	454 75
	1	Cape Haytien	1	....do	1	....do		1	Salt ..... 12,880 bushels	1,003 27
	6		6		6			6		3,736 76
ST. CHRISTOPHER.										
E. S. Delisle.										
Quarter ended December 31, 1862.‖	3	New York	3	New York	3	42,000 barrels breadstuffs	30,000 00	2	Ballast	
								1	1,000 barrels salt	270 00
	2	Barbadoes	1	....do	1	Breadstuffs and horses	8,000 00	1	Ballast	
			1	New Haven	1	20 horses	3,000 00	1	....do	
	1	Bangor	1	New York	1	100,000 feet lumber	1,300 00	1	....do	
	6		6		6		42,300 00	6		270 00
Quarter ended March 31, 1863.¶	1	St. Bart's	1	Philadelphia	1	Ballast		1	764 barrels salt	206 28
	1	Guadalupe	1	St. Thomas	1	400 barrels breadstuffs	3,000 00	1	Ballast	
	2	New York	1	Granada	1	1,300 barrels breadstuffs	10,000 00	1	....do	
			1	New York	1	1,620 barrels breadstuffs	12,500 00	1	....do	
	3	Barbadoes	1	New Haven	1	500 barrels breadstuffs	4,000 00	1	....do	
			1	New York	1	17 mules	1,700 00	1	....do	
			1	St. Bart's	1	3 hogsheads tobacco	1,000 00	1	....do	
	7		7		7		32,200 00	7		206 28
Quarter ended June 30, 1863.**	1	New York	1	Turk's Island	1	700 barrels breadstuffs	5,600 00	1	Ballast	
	1	Philadelphia	1	St. Bart's	1	1,800 barrels breadstuffs	12,000 00	1	450 barrels breadstuffs	4,000 00
	2		2		2		17,600 00	2		4,000 00
Quarter ended September 30, 1863.††	1	Bangor	1	New York	1	60,000 feet lumber, 300,000 shingles.	1,500 00	1	20 hogsheads and 83 barrels sugar, 92 pun. molasses.	3,526 70
	1	New York	1	....do	1	1,100 barrels breadstuffs	8,000 00	1	Ballast	
	2		2		2		9,500 00	2		3,526 70

* Entered and cleared: 5 brigs, 8 schooners, 2 barks, 2 brigantines—17. Aggregate tonnage entered, 3,616.
† Entered and cleared: 2 brigs, 1 bark, 1 schooner—4. Aggregate tonnage, 1,171.
‡ Entered: 1 brig, and still in port. Tonnage, 238.
§ Entered: 2 barks, 3 brigs—5, and 1 in port. Cleared: 2 barks, 4 brigs—6. Aggregate tonnage entered, 1,278 22-95.
‖ Entered and cleared: 1 bark, 3 brigs, 2 schooners—6. Aggregate tonnage entered, 995 94-95.
¶ Entered and cleared: 3 brigs, 2 schooners, 2 barks—7. Aggregate tonnage entered, 1,286 82-95.
** Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 241 36-95.
†† Entered and cleared: 2 schooners. Aggregate tonnage entered, 370 71-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
BARBADOES.										
E. Trowbridge.										
Quarter ended December 31, 1862.*	17	New York.....	4	Turk's Island....	4	1,750 barrels flour, 1,614 barrels meal, 350 barrels crackers, 280 barrels bread, 143 barrels pork, 350 kegs butter, 15 bbls. peas, 275 boxes cheese, 3 trcs. hams, 20 barrels oats, 150 bags corn, 170 barrels potatoes, 40 barrels onions, 25 bales hay, 50 dozen buckets, 25 dozen brooms, 1,232 bundles shooks, 126 bbls. beef, 131 bags bread, 100 barrels lard, 2 hogsheads tobacco, 15 kegs tobacco, 50 cases Florida water, 40 cases matches, 500 bxs. candles, 200 b'gs peas, 100 tins lard, 106,000 feet lumber.	$31,390 00	2	40 puncheons molasses, 1 hhd. and 9 tierces sugar, 50 bags corn, 50 barrels and 3 tierces hams, 100 bags feed, 1 case matches, 4,000 feet lumber.	$2,020 00
								2	Ballast.....	.....
			4	New York.....	4	3,257 barrels flour, 2,335 barrels meal, 490 barrels crackers, 425 barrels bread, 225 barrels pork, 350 kegs butter, 572 barrels peas, 497 boxes cheese, 850 bags corn, 300 bbls. potatoes, 50 doz. buckets, 50 doz. brooms, 1,147 bundles shooks, 25 barrels and 165 half barrels beef, 520 bags bread, 100 bbls. lard, 30 hhds., 25 kegs, and 45 bxs. tobacco, 146 cases match's, 850 bags peas, 100 tins lard, 3,962 feet lumber, 100 sides solel eather, 29 horses, 50 pun-	57,600 00	4	970 puncheons molasses, 6 tierces and 17 barrels sugar, 12,455 lbs. copper, 3,410 lbs. brass, 32,405 lbs. lead, 834 lbs. pewter, 34 tons wrought-iron, 6 tons cast-iron, 3,971 lbs. composition.	29,748 00

					cheons and 30 hhds. O. meal, 10 tcs. tongues, 20 bbls. apples, 1 carriage, 100 bags oil-cake, 1 mule, 6 sets harness.				
		9	New York, Trinidad, St. Kits, and Porto Rico.	9	5,522 barrels flour, 2,984 bbls. meal, 539 barrels crackers, 300 barrels bread, 722 bbls. pork, 260 kegs butter, 298 barrels peas, 1,298 boxes cheese, 2 tierces hams, 100 bags oats, 1,585 bags corn, 83 bbls. potatoes, 30 barrels mackerel, 40 barrels onions, 80 doz. buckets, 80 doz. brooms, 3,357 bundles shooks, 25 bbls. and 362 half barrels beef, 625 bags bread, 19 hhds., 79 kegs, and 45 bxs. tobacco, 291 cases matches, 50 boxes candles, 1,567 bags peas, 400 pails and 200 tins lard, 88 horses, 8 bbls. apples, 4 carriages, 428 mules.	155,670 00	9	238 puncheons molasses, 3 hhds., 10 tierces, 2 half tcs., and 21 barrels sugar, 15,000 pounds copper, 10,600 lbs. brass, 20,000 lbs. lead, 67 tons iron, 388 salt hides, 262 skins, 339 mules, 100 boxes cheese, 4 hhds. tobacco, 5 bbls. crackers, 62 bundles matches, 31 horses, 29 half barrels beef, 408 bundles shooks, 65 barrels meal, 501 bbls. flour, 25 bbls. and 73 bags peas, 158 bbls. bread, 1 tin lard, 1 keg butter, 2 buggies, 200 tins arrow-root, 2 old anchors, 3 chains, 1 sawing machine.	61,112 0
4	Philadelphia.....	2	Turk's Island....	2	1,424 bbls. flour, 729 bbls. meal, 94 bbls. crackers, 201 bbls. pork, 987 kegs butter, 8 bbls. peas, 50 bxs. cheese, 27 tierces hams, 350 bags corn, 100 bdls. shooks, 4 bbls. and 101 half bbls. beef, 408 bags bread, 4 hhds. tobacco, 935 boxes candles, 158 tins lard, 60 ps. O. meal, 90 bags oil-cake, 50 bbls. vinegar, 61 bbls. pigs' tongues, 2 bbls. pig pork.	25,090 00	1	47 bbls. bread, 2 bbls. peas, 10 bbls. beef, 2 bbls. tongues, 50 bags corn.	425 00
							1	Ballast.....	.....
		2	Guadalupe	2	2,102 bbls. flour, 1,025 bbls. meal, 676 kegs butter, 29 bxs. cheese, 24 tierces hams, 175 bags corn, 25 bbls. vinegar, 121 half bbls. beef, 301 bags bread, 4 hhds. tobacco, 472 boxes candles, 141 bags peas, 658 tins lard, 64 casks O. meal, 133 bags oil-cake.	27,900 00	1	500 bbls. flour, 300 bags corn, 100 pails lard, 25 bbls., 25 half bbls., and 25 one-eighth bbls. pork, 10 bbls., 10 half bbls., and 10 one-eighth bbls. beef, 50 bbls. potatoes, 50 bbls. onions, 870 shooks.	4,190 00
							1	Ballast.....	.....
1	Baltimore	1	St. Thomas.....	1	1,120 bbls. flour, 200 bbls. meal, 250 bags corn, 556 shooks.	9,575 00	1	Ballast.....	.....
1	St. Stephen's....	1	Eastport	1	58,000 white pine boards and planks, 500,000 C. shingles, 13,000 shooks.	2,200 00	1	Ballast.....	.....
1	Boston	1	Turk's Island....	1	200 bbls. potatoes, 150 bbls. apples, 100 boxes cheese, 100 tins lard, 100 bags corn, 50 bbls.	3,500 00	1	5 bbls. pork, 10 kegs butter, 10 boxes cheese, 10 bbls. flour.	185 00

* Entered and cleared: 3 brigantines, 12 barks, 4 brigs, 5 schooners—24. Aggregate tonnage entered, 5,142 17-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	VESSELS. ENTERED. Where from.	VESSELS. CLEARED. No. of vessels.	VESSELS. CLEARED. Where for.	CARGOES. INWARD. No. of vessels.	CARGOES. INWARD. Description.	CARGOES. INWARD. Value.	CARGOES. OUTWARD. No. of vessels.	CARGOES. OUTWARD. Description.	CARGOES. OUTWARD. Value.
BRITISH DOMINIONS.										
BARBADOES.										
E. Trowbridge.										
Quarter ended December 31, 1862—Cont'd.	.....	.....	.....	.....	.....	mackerel, 50 bbls. herring, 250 boxes raisins, 50 kits salmon, 25 doz. pails, 25 doz. brooms, 20 bags peas, 10 bbls. onions, 190 boxes candles.				
	24	.....	24	.....	24	.....	$312,925 00	24	.....	$97,680 00
Quarter ended March 31, 1863.*	5	Whaling	5	Whaling	5	380 bbls. whale and 200 bbls. sperm oil.	20,100 00	2	65 bbls. whale and 53 bbls. sperm oil.	3,970 00
								3	Ballast	.....
	3	Calais	1 1 1	Cuba..... St. Stephen's.... Martinique	3	336,000 feet white pine lumber, 6,500 laths, 2,900 pickets, 712,000 shingles, 200,000 cedar shingles, 30 bundles shooks.	5,800 00	1 2	95,000 feet white pine lumber. Ballast	950 00 .....
	5	Philadelphia.....	1 2 1 1	St. Thomas ..... Trinidad ..... St. Bart's..... St. Kits	5	4,322 bbls. and 200 half bbls. flour, 1,573 bbls. crackers, 25 half bbls. beef, 1,562 bags corn, 367 tins lard, 294 puncheons O. meal, 198 bundles shooks, 65 bbls. bread, 24,000 staves, 10 hhds. tobacco, 1,248 boxes candles, 30 bbls. beef, 56 pkgs. oil meal, 50 kegs butter, 55 bbls. vinegar, 22 tierces hams, 15 kgs nails, 195 bbls. kerosene oil, 100 boxes snuff, 25 boxes merchandise, 150 kegs lard, 63 bbls. beans, 5 bxs. corn starch, 2,286 barrels meal, 141 barrels mackerel, 25 packages furni-	68,150 00	3	200 bags corn, 1,025 bbls. and 200 half bbls. flour, 3 bbls. beef, 1,118 bundles shooks, 933 boxes candles, 35 hhds. porter, 259 puncheons O. meal, 100 kegs grease, 100 barrels mackerel, 50 barrels beans, 10 tierces hams, 3 hhds. tobacco.	17,150 00
								2	Ballast	.....

						ale, 30 bbls. oil, 60 kegs mill grease.			
1	New Haven	1	St. Kits	1	52 mules, 16 horses, 731 barrels flour, 250 bbls. meal, 50 bbls. peas, 125 bbls. crackers, 30 bbls. bread, 20 kegs tobacco, 50 bxs. cheese, 54 cases matches, 200 bundles shooks, 25 half bbls. beef, 50 bags bread, 100 bags corn, 200 bags peas.	16,600 00	1	7 bbls. sugar, flour, bread, peas, matches, pork.	3,100 00
15	New York	2 3 5 1 2 1 1	Trinidad New York Martinique St. Lucia Porto Rico In port St. Vincent	15	172 horses, 672 mules, 5,262 bbls. flour, 680 bbls. pork, 1,517 bbls. crackers, 665 half bbls. beef, 1,600 bags corn, 608 bags bread, 100 tins lard, 332 cases matches, 82 tierces, 50 pun. and 70 casks O. meal, 70 doz. brooms, 50 dozen pails, 4,834 bdls. shooks, 301 bbls. bread, 77,000 staves, 1 carriage, 874 bxs. cheese, 145 kegs, 15 bxs., 20 bbls. and 4 hhds. tobacco, 2,550 bxs. candles, 4,854 bbls. meal, 310 bbls. peas, 80 bbls. pork, 50 pails lard, 1,182 bags peas, 340 kegs butter, 8 tierces hams, 40 kegs nails, 200 cans kerosene oil, 20 bbls. snuff, 20 cases oysters, 30 sides sole leather, 256 bags and 700 bush. oats, 20 bbls. S. peas, 50 dozen buckets, 73 bags oil-cake, 6 sets harness, 200 bbls. meat, 300 bbls. potatoes.	247,820 00	13 1 1	120 tierces molasses, 133,987 lbs. old metal, 31 bbls. molasses, 3 hhds. sugar, 1 tierce and 19 bbls. sugar, 807 hides and skins, 260 bales hay, 422 mules, 12 horses, 25 bbls. peas, 14 kegs tobacco, 366 bbls. flour, 150 half bbls. beef, 3,858 bundles shooks, 25 bbls. bread, 50 bbls. S. peas, 1,040 lbs. sails, 53 W. casks, 2,993 lbs. block tin, 25 boxes cheese, 414 lbs. old sails, 29 packages whale oil, 200 tierces arrow-root, 2 casks green tar. Ballast In port	80,735 00 ....
3	Boston	1 1 1	St. Thomas Trinidad Turk's Island	3	50 bbls. flour, 84 bbls. pork, 31 kegs lard, 10 cases matches, 20 doz. brooms, 10 doz. buckets, 950 bundles shooks, 25 kits salmon, 900 feet lumber, 40 casks codfish, 3 cases boots, 50 boxes starch, 20 bbls. white crushed sugar, 162 bbls. potatoes, 15 bbls. onions, 100 kegs, 417 bbls. and 249 bxs. herring, 40 bbls. mackerel, 166 boxes cheese, 600 boxes candles, 30 bbls. beef, 300 pails lard, 25 bags peas, 204 kegs butter, 7 tierces and 50 hams, 53 bbls. and 15 cans kerosene oil.	11,700 00	2 1	150 bbls. and 100 boxes herring, 30 bbls. beef, 25 kits salmon, 3 cases boots, 31 kegs lard, 25 bbls. mackerel, 50 hams, 29 kegs butter, 56 bxs. cheese, 5 bbls. sulphur. Ballast	2,138 00 .....

* Entered: 1 ship, 13 barks, 11 brigs, 10 schooners—35. Cleared: 12 barks, 11 brigs, 10 schooners, 1 condemned—34, and 1 in port. Aggregate tonnage entered, 7,977.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
BARBADOES.										
E. Trowbridge.										
Quarter ended March 31, 1863—Cont'd.	1	Portland	1	Turk's Island	1	200 bbls. potatoes, 10 bbls. beef, 3 bbls. pork, 4 bbls. kerosene oil, 40 drums fish, 92 bxs. candles, 250 bxs. herring, 10 cases matches, 198 hams, 10 cases starch, 1,300 staves, 1,500 shooks.	$3,500 00	1	Ballast	
	1	Bravo	1	Condemned	1	Ballast		1	Condemned	
	1	Callao	1	In port	1	1,800 tons guano	90,000 00	1	In port	
	35		35		35		463,670 00	35		$108,043 00
Quarter ended June 30, 1863.*	4	In port	1	Whaling	4	Before reported		1	Ballast	
			1	St. John's, N. B.				1	....do	
			1	Martinique				1	....do	
			1	New York				1	292 puncheons molasses, 13 hhds. sugar.	6,872 00
	15	New York	9	....do	9	57 horses, 128 mules, 5,477 bbls. flour, 1,595 bbls. pork, 1,250 bbls. crackers, 150 bbls. bread, 665 half bbls. beef, 10 qr. bbls. beef, 2,700 bags corn, 1,250 bags bread, 700 tins lard, 295 cases matches, 80 puncheons and 220 hhds. oil meal, 40 doz. brooms, 15 dozen pails, 4,192 bundles shooks, 10 qr. casks wine, 6 carriages, 1,050 boxes cheese, 26 hhds. and 63 kegs tobacco, 1,200 boxes candles, 3,430 bbls. and 50 puncheons meal, 100 bbls. potatoes, 198	156,373 00	8	93 casks molasses, 9,951 gals. sperm oil, and 15,810 gals. whale oil, 117,329 lbs. old metal, 2,147 puncheons molasses, 65 hhds. and 104 bbls. sugar, 1,080 hides and skins, 1 bbl. nutmegs, 38 bbls. arrow-root, 4,885 lbs. rags, 8 bbls. vinegar, 7 tcs. sugar.	87,474 00
								1	Ballast	

					bbls. peas, 100 bbls beef, 200 pails lard, 760 bags peas, 21 bbls. oats, 137 bdls. hay, 650 kegs butter, 10 bbls. vinegar, 5 tcs. hams, 70 kegs nails, 30 cases cider.				
		2	Porto Rico.....	2	56 horses, 19 mules, 898 bbls. flour, 220 bbls. pork, 190 bbls. crackers, 30 half bbls. beef, 150 bags corn, 150 bags bread, 60 cases matches, 20 punch'ns oil meal, 20 doz. brooms, 30 doz. pails, 966 bdls. shooks, 25 bbls. bread, 4 carriages, 175 boxes cheese, 8 hhds. and 15 kegs tobacco, 944 bbls. meal, 35 bbls. peas, 125 pails lard, 100 bags peas, 140 kegs butter, 300 gals. kerosene oil, 1 box hardware, 25 empty water casks.	31,925 00	1 1	700 bundles shooks, 700 pieces heading, 23 water casks. Ballast.....	1,503 0 .....
		3	Trinidad	3	57 horses, 156 mules, 1,296 bbls. flour, 468 bbls. pork, 350 bbls. crackers, 250 half bbls. beef, 350 bags corn, 475 bags bread, 120 cases matches, 1,218 bundles shooks, 449 boxes cheese, 800 bbls. meal, 30 bbls. potatoes, 75 bbls. peas, 20 bbls. beef, 250 pails lard, 300 bags peas, 5 hhds. tobacco, 400 kegs butter, 100 bxs. snuff, 25 bxs. mdse., 150 kegs lard.	52,500 00	3	45 casks sperm oil, 5,800 lbs. old metal, 400 tierces sugar, 97 mules, 24 bbls. pork, 10 horses, 40 cases matches.	22,843 00
		1	Demerara	1	51 bdls. shooks, 40 cases matches, 4 carriages, 250 boxes candles, 100 kegs butter, 27 horses, 30 mules, 138 bbls. pork, 476 bbls. meal, 100 bbls. crackers, 100 bags bread, 125 bxs. cheese, 249 bbls. flour, 15 kegs tobacco, 50 bags corn.	16,300 00	1	19 horses, 30 mules, 51 bundles shooks, 102 puncheons molasses, 1,222 lbs. old copper, 405 lbs. old brass, 6,266 lbs. lead, 825 lbs. yellow metal, 93 hides.	7,700 00
3	Philadelphia.....	1	Trinidad.....	1	100 bbls. meal, 425 bbls. crackers, 325 bags corn, 100 bbls. kerosene oil, 75 bbls. beef, 7 tierces hams, 500 boxes candles, 120 bags bread, 6 hhds. ale, 6 hhds. porter.	10,400 00	1	Not reported.....	.....
		1	Philadelphia.....	1	658 bbls. flour, 300 bbls. crackers, 4 bbls. hams, 29 tierces hams, 356 kegs butter, 125 tins lard, 900 bxs. candles, 10 hhds.	12,250 00	1	Ballast	.....

* Entered and cleared: 1 ship, 7 brigs, 18 barks, 3 schooners—29. Aggregate tonnage entered, 5.630 60-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
BARBADOES.										
E. Trowbridge.										
Quarter ended June 30, 1863—Continued.	.....	.....	.....	.....	.....	porter, 10 hhds. ale, 200 bags corn, 20 bbls. pitch, 15 cases whiskey, 100 bales tobacco, 15 bbls. grease, 6 cases tobacco, 30 bbls. kerosene oil, 1,000 feet lumber.				
			1	Turk's Island....	1	810 bbls. flour, 250 bbls. meal, 50 bbls. pork, 30 bbls. oil, 188 puncheons oil meal, 550 bags corn, 50 boxes candles, 100 kegs nails, 31 tierces hams, 50 kegs butter, 20 doz. buckets, 100 reams paper.	$10,000 00	1	Ballast	.....
	1	Baltimore	1	Cuba.....	1	41,000 staves.....	1,650 00	1	....do.	.....
	6	Whaling.....	6	Whaling.....	6	750 bbls. sperm oil, 100 barrels whale oil, 800 lbs. whalebone.	36,125 00	6	....do.....	.....
	29	.....	29	.....	29	.....	327,523 00	29	.....	$126,392 00
Quarter ended September 30, 1863.*	2	Baltimore	1	St. Lucia.....	12	150 bbls. and 1,050 bags bread, 40 doz. brooms, 64 bbls. and 400 half bbls. beef, 200 kegs butter, 2,800 bags corn, 1,175 bbls. crackers, 1,228 boxes cheese, 5 carriages, 6,462 bbls. flour, 50 bales hay, 1,100 tins lard, 100 sides leather, 6,468 bbls. meal, 70 cases matches, 463 puncheons oil meal, 1,351 bbls. pork, 200 bbls. and 1,650	169,500 00	12	3,336 puncheons and 12 bbls. molasses, 114 hhds., 20 tcs., and 109 bbls. sugar; 518 bags cocoa, 20 kegs tamarinds.	93,717 36
	1	New York.....	1	New York.....						
	10	New York.....	10	....do.....						

						4,595 shooks, 17 hhds. and 58 kegs tobacco.				
	12	.....	12	.....	12	.....	169,500 00	12	.....	93,717 36
KINGSTON, JAMAICA.										
1st and 2d quarters.....	.....	No report	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended June 30, 1863.†	1	Sabanilla.....	1	Inagua.....	1	37 tons fustic, 5 tons divy divy..	.....	1	Ballast.....	.....
	3	Philadelphia....	3	Black River.....	3	649 kegs butter, 281 kegs lard, 200 boxes cheese, 35 tierces hams, 2,491 barrels flour, 500 barrels corn meal, 1,082 bbls. pork, 25 half barrels pork, 27 barrels butter, 100 half bbls. pig pork, 90 half bbls. pigs' tongues, 20 half barrels ox tongues, 84 half barrels beef, 32 cases and 50 boxes cavendish tobacco, 63 bales leaf tobacco, 1,500 boxes tallow candles, 900 bags corn, 20 cases kerosene oil, 25 barrels lard oil, 2 cases lamps, 39,000 ft. white pine lumber, 50 bags peas, 100 barrels crackers, 25 cases matches, 20 bbls. blacking, 1 case buggy harness, 1 case mattresses, 2 cases oysters, 1 case currants, 5 bbls. tar, 5 barrels rosin, 5 barrels pitch 100 boxes Florida water, 50 boxes corn starch, 24 boxes rocking-chairs, 19 bundles leather, 1 case hides, 1,000 reams wrapping paper, 5 cases palm fans, 7 buggies, 100 boxes tin, 19 cases boots and shoes, 4 cases writing paper.	.. ..	1	13½ barrels arrow-root, 20 tons logwood, 128 bags pimento, 11 puncheons rum, 3 tons and 73 bags coffee, 2 bbls. wax, 22,190 feet white pine lumber.	.....
	2	Baltimore	1	New York, *via* Old Harbor, Ja.	1	1,537 barrels flour, 750 half bbls. flour, 100 bbls. meal, 100 kegs butter, 50 kegs lard, 25 cases oysters, 8,000 feet lumber.	.....	1	20 tons logwood.....	.....

* Entered: 2 brigantines, 1 schooner, 9 barks—12. Cleared: 2 brigantines, 1 schooner, 7 barks—10, and 2 in port. Aggregate tonnage, 2,781 39-95.
†Entered and cleared: 3 schooners, 5 brigs—8. Aggregate tonnage, 1,541 48-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
KINGSTON, JAMAICA.										
——— ———.										
Quarter ended June 30, 1863—Continued.	.....	Baltimore	1	West Indies.....	.....	1,604 barrels flour, 400 barrels corn meal, 200 bbls. sundries, 10 tierces hams, 675 boxes sundries, 450 kegs sundries, 131 packages sundries, 746 bushels corn.	$21,275 00	1	Logwood	.....
	1	Boston	1	Cienfuegos	1	450 tons ice, 750 boxes candles, 12 boxes chairs.	.....	1	Ballast	.....
	1	Morant Cayes...	1	Mosquito coast...	1	Guano	.....	1	In distress.....	.....
	8	.....	8	.....	8	.....	21,275 00	8	.....	.....
Quarter ended September 30, 1863.*	1	Machias	1	Kingston	1	131,147 feet lumber.....	2,110 00	1	Logwood	.....
	2	Philadelphia.....	2	Kingston	2	Provisions, lumber, &c.....	.....	1	Logwood, pimento, coffee....	.....
								1	Ballast	.....
	1	Boston	1	Kingston	1	Ice, lumber, butter, &c.....	.....	1	....do.	.....
	4	.....	4	.....	4	.....	2,110 00	4	.....	.....
HOBART TOWN.										
D. McPherson.										
Quarter ended December 31, 1862.	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended March 31, 1863.†	3	Whaling	3	Whaling	3	375 tierces sperm and 120 tierces black oil, 10,000 lbs. bone.	160,000 00	3	285 tierces sperm and 100 tierces black oil.	.....

	1	Manilla	1	Sydney	1	24,442 bags sugar, 60 bales bags, 10 bales mecatedos.	110,000 00	1	Same as inward cargo	
	4		4		4		270,000 00	4		
3d and 4th quarters		No report								
STANLEY, (FALKLAND ISLANDS.) *W. H. Smyley.*										
Quarter ended December 31, 1862.‡	1	Bordeaux	1	San Francisco	1	General cargo		1	Merchandise	
	1	New London	1	Whaling & sealing.	1	Stores and provisions		1	Stores and provisions	
	1	New York	1	Valparaiso	1	General cargo		1	General cargo	
	1	New Bedford	1	Whaling	1	Stores and provisions		1	Stores and provisions	
	4		4		4			4		
2d, 3d, and 4th quarters		No report								
MONTEGO BAY. *G. L. Phillips.*										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.§	1	In port	1	Negril Bay	1	Before reported		1	Logwood	
	1	Kingston, Ja	1	Philadelphia	1	Flour, &c		1	Logwood and old metal	
	1	St. Ann's Bay	1	Zarza	1	....do		1	Ballast	
	3		3		3			3		
Quarter ended September 30, 1863.		No report								
VICTORIA, VANCOUVER'S ISLAND. *A. Francis.*										
Quarter ended December 31, 1862.‖	20	San Francisco	13	Port Angelos	13	Merchandise and produce	286,624 47	13	Ballast	
			7	San Francisco	6	Merchandise and lumber	65,080 00	5	Ballast and passengers	
					1	Ballast		2	Merchandise and coal	15,200 00

* Entered and cleared: 3 brigs, 1 bark—4. Aggregate tonnage entered, 984 9-95. † Entered and cleared: 2 barks, 2 ships—4. Aggregate tonnage entered, 1,806.
‡ Entered and cleared: 3 ships, 1 schooner—4. Aggregate tonnage entered, 2,156.
§ Entered: 1 brigantine, 1 bark, in port 1—3. Cleared: 2 brigantines, 1 bark—3. Aggregate tonnage entered, 663.
‖ Entered and cleared: 14 barks, 31 schooners, 15 sloops, 5 steamers, 5 brigs, 1 ship—71. Aggregate tonnage entered, 14,277 64-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
VICTORIA, VANCOUVER'S ISLAND.										
A. Francis.										
Quarter ended December 31, 1862—Cont'd.	3	San Francisco	3	San Francisco, *via* Navarino.	3	Merchandise, hay, and barley	$53,991 77	3	Coal	$7,650 00
	2	Port Townsend	2	Port Angelos	2	Produce, 72,000 feet lumber	1,090 00	2	Ballast	
	41	Port Angelos	1	Bentick	1	Produce	262 00	1	Merchandise	101 68
			1	San Francisco	1	Lumber	860 00	1	Ballast and passengers	
			39	Port Angelos	39	Produce, hay, and lumber	19,460 00	14	Merchandise	1,782 86
								25	Ballast	
	1	Honolulu	1	Port Angelos	1	Sugar, coffee, &c.	34,000 00	1	....do	
	1	Melbourne	1	Manilla	1	Ballast and passengers		1	....do	
	1	Stickeen	1	Port Angelos	1	....do		1	Merchandise	120 00
	1	N. Westminster	1	San Francisco	1	Ballast		1	Coal	
	1	Wreck	1	Port Angelos	1			1	Copper ore	831 37
	71		71		71		461,368 24	71		25,685 91
Quarter ended March 31, 1863.*	23	San Francisco	7	San Francisco	23	Produce and merchandise	505,903 08	2	730 tons coal	4,945 00
	54	Port Angelos	72	Port Angelos	53	Produce and lumber	26,289 13	9	Merchandise	1,789 07
					1	Ballast		66	Ballast and passengers	
	1	Honolulu			1	Mules, sugar, &c.	17,500 00	1	Gold dust for San Francisco	212,000 00
	1	Cowichan, V. I.			1	Lumber	600 00	1	....do	
	79		79		79		550,292 21	79		218,734 07
Quarter ended June 30, 1863.†	43	Port Angelos	43	Port Angelos	35	Lumber, produce, live stock	15,720 00	15	Merchandise	2,607 00
					8	Ballast and passengers		28	Ballast	
	14	San Francisco	7	San Francisco	7	Lumber, produce, &c.	83,300 00	7	Merchandise	4,550 00
			7	Port Angelos	7	....do	153,215 00	7	Ballast	

	1	Honolulu	1	....do	1	Mules and produce	21,000 00	1	....do	
	2	Sandwich Islands	2	....do	2	Sugar, molasses, mules	14,200 00	2	....do	
	60		60		60		287,435 00	60		7,157 00
Quarter ended September 30, 1863.†	54	Port Angelos	54	Port Angelos	40	Lumber, produce, and stock	15,432 00	23	Merchandise	5,219 05
					14	Ballast		31	Ballast	
	2	Port Townsend	2	....do	1	Produce	60 00	1	....do	
					1	Ballast		1	....do	
	18	San Francisco	11	....do	11	Merchandise and stock	198,761 08	1	Merchandise	993 97
								10	Ballast	
			7	San Francisco	7	Merchandise	61,005 00	3	Merchandise and coal	12,022 00
								4	Ballast	
	1	Honolulu	1	Port Angelos	1	Sugar, &c.	11,250 00	1	....do	
	1	Port Madison	1	....do	1	Ballast		1	....do	
	76		76		76		286,508 08	76		18,235 02
PRINCE EDWARD'S ISL'D.										
J. H. Sherman.										
Quarter ended December 31, 1862.§	1	Frankfort	1	Prince Edward's Island.	1	Molasses, &c.		1	174 bbls. fish	20,948 01
	1	Salem	1	....do	1	Ballast		1	5,000 bush. oats	
	5	Boston	5	....do	5	Merchandise		5	34,054 bush. oats	
	7		7		7			7		20,948 01
Quarter ended March 31, 1863.		No arrivals		No departures						
Quarter ended June 30, 1863.‖	8	Boston	8	Prince Edward's Island.	7	Merchandise		8	53,563 bush. oats	25,172 91
					1	Ballast				
	1	Frankfort	1	....do	1	Merchandise		1	4,319 bush. oats	
	9		9		9			9		25,172 91
Quarter ended September 30, 1863.¶	2	Boston	2	Prince Edward's Island.	2	Merchandise		3	22,500 bush. oats	10,016 85
	1	Newark	1	....do	1	....do				
	3		3		4			3		10,016 85

* Entered and cleared: 11 barks, 4 brigs, 8 steamers, 38 schooners, 18 sloops—79. Aggregate tonnage entered, 14,623 67-95.
† Entered and cleared: 26 sloops, 17 schooners, 2 brigs, 7 barks, 7 steamers, 1 ship—60. Aggregate tonnage, 13,579 10-95.
‡ Entered and cleared: 31 schooners, 2 brigs, 25 sloops, 10 barks, 7 steamers, 1 ship—76. Aggregate tonnage entered, 13,783.
§ Entered and cleared: 7, class not given. Aggregate tonnage entered, 839.
‖ Entered and cleared: 9, class not given. Aggregate tonnage entered, 1,105.
¶ Entered and cleared: 3, class not given. Tonnage 122, for one vessel only.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
VICTORIA, VANCOUVER'S ISLAND.										
A. Francis.										
Quarter ended December 31, 1862—Cont'd.	3	San Francisco	3	San Francisco, *via* Navarino.	3	Merchandise, hay, and barley	$53,991 77	3	Coal	$7,650 00
	2	Port Townsend	2	Port Angelos	2	Produce, 72,000 feet lumber	1,090 00	2	Ballast	
	41	Port Angelos	1	Bentick	1	Produce	262 00	1	Merchandise	101 68
			1	San Francisco	1	Lumber	860 00	1	Ballast and passengers	
			39	Port Angelos	39	Produce, hay, and lumber	19,460 00	14	Merchandise	1,782 86
								25	Ballast	
	1	Honolulu	1	Port Angelos	1	Sugar, coffee, &c.	34,000 00	1	do	
	1	Melbourne	1	Manilla	1	Ballast and passengers		1	do	
	1	Stickeen	1	Port Angelos	1	do		1	Merchandise	120 00
	1	N. Westminster	1	San Francisco	1	Ballast		1	Coal	
	1	Wreck	1	Port Angelos	1			1	Copper ore	831 37
	71		71		71		461,368 24	71		25,685 91
Quarter ended March 31, 1863.*	23	San Francisco	7	San Francisco	23	Produce and merchandise	505,903 08	2	730 tons coal	4,945 00
	54	Port Angelos	72	Port Angelos	53	Produce and lumber	26,289 13	9	Merchandise	1,789 07
					1	Ballast		66	Ballast and passengers	
	1	Honolulu			1	Mules, sugar, &c.	17,500 00	1	Gold dust for San Francisco	212,000 00
	1	Cowichan, V. I.			1	Lumber	600 00	1	do	
	79		79		79		550,292 21	79		218,734 07
Quarter ended June 30, 1863.†	43	Port Angelos	43	Port Angelos	35	Lumber, produce, live stock	15,720 00	15	Merchandise	2,607 00
	14	San Francisco	7	San Francisco	8	Ballast and passengers		28	Ballast	
			7	Port Angelos	7	Lumber, produce, &c.	83,300 00	7	Merchandise	4,550 00
					7	do	153,215 00	7	Ballast	

	1	Mauritius	1	....do	1	....do		1	....do	
	16		16		16			16		
ANTIGUA.										
N. D. Keneaster.										
Quarter ended December 31, 1862.		No report								
From January 1, 1863, to March 31, 1863.‡	1	Baltimore	1	Antigua	1	Provisions and flour	10,000 00	1	Ballast	
M. Galody.										
Quarter ended March 31, 1863.§	1	Baltimore	1	Cuba	1	Breadstuffs	6,000 00	1	Ballast	
Quarter ended June 30, 1863.		No report								
Quarter ended September 30, 1863.‖	1	Baltimore	1	Spanish islands	1	Flour, corn meal, &c	7,660 00	1	Ballast	
HULL.										
H. J. Atkinson.										
Quarter ended December 31, 1862.¶	2	Bombay	1	Shields	1	Linseed		1	Salt	
			1	Cardiff	1	Linseed, rape-seed, cotton wool		1	Ballast	
	2		2		2			2		
Quarter ended March 31, 1863.**	5	Calcutta	1	St. John's	1	Linseed, poppy-seed, &c		1	Salt	
			1	Sold	1	Linseed, poppy-seed, rice		1	Sold	
			3	In port	3	Linseed, rape-seed, horn-tips, poppy-seed.		3	In port	
	1	Callao	1	Sold	1	Guano		1	Sold	
	1	Montevideo	1	In port	1	Bones and bone-ash		1	In port	
	7		7		7			7		

* Entered: 9, class not given. Cleared: 3, class not given, and 6 in port. Aggregate tonnage entered, 6,609.
† Entered: 16 class not given. Cleared: 5 class not given, 11 in port. Aggregate tonnage entered, 10,960.
‡ Entered and cleared: 1 schooner. Tonnage, 125. § Entered and cleared: 1 schooner. Tonnage, 125. ‖ Entered and cleared; 1 schooner. Tonnage, 125.
¶ Entered and cleared: 2 class not given. Aggregate tonnage entered, 1,438.
** Entered; 7 class not given. Cleared: 3 class not given, 4 in port. Aggregate tonnage entered, 7,663.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
HULL.										
H. J. Atkinson.										
Quarter ended June 30, 1863.*	4	In port	1	Havana	4	Before reported		3	Coal	
			1	London				1	Ballast	
			1	Montevideo						
			1	Valparaiso						
	1	Callao	1	In port	1	1,600 tons guano		1	In port	
	5		5		5			5		
Quarter ended September 30, 1863.†	1	In port	1	Montevideo	1	Before reported		1	Coals	
	2	Callao	2	In port	2	3,700 tons guano		2	In port	
	1	Calais, U. S.	1	Cronstadt	1	Deals and battens		1	Ballast	
	4		4		4			4		
SEYCHELLES.										
C. Dupuy.										
Six months from Jan. 1 to June 30, 1863.‡	6	Whaling	6	Whaling	6	3,220 bbls. sperm and 280 bbls. sperm and whale oil.		6	Same as inward cargo	
3d and 4th quarters		No report								
POINT DE GALLE.										
J. Black.										
Quarter ended December 31, 1862.§	1	Calcutta	1	Calcutta	1	7,500 tons rice	$4,950 00	1	Ballast	
	1	Sunderland	1	Maldive	1	1,000 tons coal	7,000 00	1	do	
	1	Boston	1	Calcutta	1	1,001 tons ice	45,000 00	1	do	

ANTIGUA.										
N. D. Keneaster.										
Quarter ended December 31, 1862.	.....	No report	.....	.....	.....	.....	.....	.....	.....	.....
From January 1, 1863, to March 31, 1863.‡	1	Baltimore	1	Antigua	1	Provisions and flour	10,000 00	1	Ballast	.....
M. Galody.										
Quarter ended March 31, 1863.§	1	Baltimore	1	Cuba	1	Breadstuffs	6,000 00	1	Ballast	.....
Quarter ended June 30, 1863.	.....	No report	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended September 30, 1863.‖	1	Baltimore	1	Spanish islands	1	Flour, corn meal, &c	7,660 00	1	Ballast	.....
HULL.										
H. J. Atkinson.										
Quarter ended December 31, 1862.¶	2	Bombay	1	Shields	1	Linseed	.....	1	Salt	.....
			1	Cardiff	1	Linseed, rape-seed, cotton wool	.....	1	Ballast	.....
	2	.....	2	.....	2	.....	.....	2	.....	.....
Quarter ended March 31, 1863.**	5	Calcutta	1	St. John's	1	Linseed, poppy-seed, &c	.....	1	Salt	.....
			1	Sold	1	Linseed, poppy-seed, rice	.....	1	Sold	.....
			3	In port	3	Linseed, rape-seed, horn-tips, poppy-seed.	.....	3	In port	.....
	1	Callao	1	Sold	1	Guano	.....	1	Sold	.....
	1	Montevideo	1	In port	1	Bones and bone-ash	.....	1	In port	.....
	7	.....	7	.....	7	.....	.....	7	.....	.....

* Entered: 9. class not given. Cleared: 3, class not given, and 6 in port. Aggregate tonnage entered, 6,609.
† Entered: 16 class not given. Cleared: 5 class not given, 11 in port. Aggregate tonnage entered, 10,960.
‡ Entered and cleared: 1 schooner. Tonnage, 125. § Entered and cleared: 1 schooner. Tonnage, 125. ‖ Entered and cleared; 1 schooner. Tonnage, 125.
¶ Entered and cleared: 2 class not given. Aggregate tonnage entered, 1,438.
** Entered; 7 class not given. Cleared: 3 class not given, 4 in port. Aggregate tonnage entered, 7,663.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
HULL.										
H. J. Atkinson.										
Quarter ended June 30, 1863.*	4	In port	1	Havana	4	Before reported		3	Coal	
			1	London				1	Ballast	
			1	Montevideo						
			1	Valparaiso						
	1	Callao	1	In port	1	1,600 tons guano		1	In port	
	5		5		5			5		
Quarter ended September 30, 1863.†	1	In port	1	Montevideo	1	Before reported		1	Coals	
	2	Callao	2	In port	2	3,700 tons guano		2	In port	
	1	Calais, U. S.	1	Cronstadt	1	Deals and battens		1	Ballast	
	4		4		4			4		
SEYCHELLES.										
C. Dupuy.										
Six months from Jan. 1 to June 30, 1863.‡	6	Whaling	6	Whaling	6	3,220 bbls. sperm and 280 bbls. sperm and whale oil.		6	Same as inward cargo	
3d and 4th quarters		No report								
POINT DE GALLE.										
J. Black.										
Quarter ended December 31, 1862.§	1	Calcutta	1	Calcutta	1	7,500 tons rice	$4,950 00	1	Ballast	
	1	Sunderland	1	Maldive	1	1,000 tons coal	7,000 00	1	do	
	1	Boston	1	Calcutta	1	1,001 tons ice	45,000 00	1	do	

R. C. McMullen.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.†	2	Cleveland	1	Lexington	1	Provisions, iron, coal, &c		1	Not stated	
			1	Green Bay	1	....do		1	....do	
	3	Kelly's Island	3	Port Huron	3	....do		3	....do	
	5	Green Bay	5	Green Bay	5	....do		5	....do	
	26	Chicago	1	....do	26	....do		23	....do	
			1	Detroit				3	Passengers, letters, &c	
			1	Milwaukie						
			23	Chicago						
	2	Milwaukie	1	Milwaukie	1	....do		1	....do	
			1	Chicago	1	....do		1	Not stated	
	1	Detroit	1	Ontonagon	1	Not stated		1	....do	
	3	Port Huron	3	Port Huron	3	Provisions, iron, coal, &c		3	....do	
	42		42		42			42		
Quarter ended September 30, 1863.*‡	32	Chicago	31	Chicago	32	Provisions, iron, coal, flour		19	Bonded goods	
			1	Saginaw				2	99 cords wood	247 50
								11	Not stated	
	6	Green Bay	2	Buffalo	6	....do		1	Bonded goods	
			4	Green Bay				5	Not stated	
	2	Sandusky	1	Buffalo	2	....do		1	33,424 staves	936 00
			1	Lakeport				1	Not stated	
	1	Malden	1	Bear Creek	1	....do		1	50 cords pail bolts	
	1	Sable River	1	Lake Huron	1	....do		1	Not stated	
	1	Detroit	1	Port Huron	1	....do		1	....do	
	1	Buffalo	1	Chicago	1	....do		1	21 cords wood	52 50
	1	Erie	1	....do	1	....do		1	Not stated	
	1	Corunna	1	Milan	1	....do		1	66,362 feet timber	663 00
	46		46		46			46		1,899 00
CORK.										
E. G. Eastman.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.§	3	In port	2	Sold				2	Sold	
			1	Boston	3	Before reported		1	Coal	
	8	Callao	8	London	8	12,250 tons guano	$602,500 00	8	Same as inward cargo	

* Entered and cleared: 36 schooners, 1 sloop, 2 ships, 1 bark—40. Aggregate tonnage entered, 6,829 39-95.
† Entered: 7 schooners, 2 steamers, 32 propellers, 1 scow—42. Cleared not stated. Aggregate tonnage entered, 19,666 71-95.
‡ Entered: 35 propellers, 8 schooners, 1 scow, 1 steamer, 1 not stated—46. Cleared: 5 schooners, 1 scow—6, 40 not stated. Aggregate tonnage entered, 23,774.
§ Entered: 19 ships, 2 barks, 2 sold—23. Cleared: 18 ships, 2 barks, 2 sold—22, and 1 in port. Aggregate tonnage entered, 18,300.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
CORK.										
E. G. Eastman.										
Quarter ended June 30, 1863—Continued.	6	Callao	2	Hull	2	3,300 tons guano	$165,000 00	2	Same as inward cargo	
			1	Londonderry	1	1,000 tons guano	50,000 00	1	....do	
			1	Bristol	1	1,650 tons guano	82,500 00	1	....do	
			1	Dublin	1	1,300 tons guano	65,000 00	1	....do	
			1	In port	1	900 tons guano	45,000 00	1	In port	
	2	Howland's Island.	2	Liverpool	2	2,000 tons guano	60,000 00	2	Same as inward cargo	
	1	Matanzas	1	....do	1	Molasses	18,000 00	1	....do	
	1	Manilla	1	New York	1	7,000 bales hemp	120,000 00	1	....do	
	1	Portland, Me.	1	Liverpool	1	2,500 barrels petroleum oil	40,000 00	1	....do	
	1	Buenos Ayres	1	Leith	1	800 tons hides and bones	60,000 00	1	....do	
	23		23		23		1,308,000 00	23		
Quarter ended September 30, 1863.		No report								
RANGOON.										
G. Bullock.										
1st, 2d, and 3d quarters		No report								
Quarter ended September 30, 1863.	1	Kurachee	1	Cork	1	Ballast		1	310,373 vis earth oil, 6,241 vis cutch, 704 hides.	
	3	Mauritius	2	Charleston	2	....do		3	60,995 baskets rice, 907 tons timber.	
			1	Boston	1	....do				
	1	Galle	1	Cork	1	....do		1	In port	
	1	Singapore	1	Singapore	1	....do		1	....do	
	6		6		6			6		

FRENCH DOMINIONS.

HAVRE.

J. O. Putnam.

Quarter ended December 31, 1862.†	8	In port	3	In port	3	Before reported	Unknown	3	In port	Unknown.
			4	New York	4	....do		3	Wines, dry goods, &c	
								1	Ballast	
			1	Boston	1	....do		1	....do	
	3	New Orleans	2	New York	2	1,065 hogsheads tobacco		2	....do	
			1	In port	1	86 bales cotton		1	In port	
	11	New York	6	New York	6	7,182 barrels petroleum oil, 152 bales cotton.		3	Wines, dry goods, &c	
								3	Ballast	
			1	Swansea	1	1,894 barrels petroleum oil		1	....do	
			4	In port	4	19,029 sacks wheat		4	In port	
	2	Callao	2	....do	2	2,890 tons guano		2	....do	
	1	Philadelphia	1	....do	1	2,549 barrels petroleum oil		1	....do	
	25		25		25			25		
Quarter ended March 31, 1863.‡	11	In port	3	In port	11	Before reported	Unknown	3	In port	Unknown.
			3	Cardiff				4	Ballast	
			3	New York				4	Wines, dry goods, &c	
			1	Boston						
			1	London						
	1	Callao	1	Boston	7	12,463 sacks rice, 9,495 sacks wheat.		3	Ballast	
	1	Baltimore	1	Baltimore		1,410 sacks bark, 50 hhds. bark				
	4	New York	1	New York		460 sacks, 108 bbls. clover-seed				
	1	Rangoon	4	In port		2,000 tons guano, 9,841 casks, 2,220 cases and 50 tierces of lard, 181 hhds. tallow, 2,280 hhds. tobacco, 400 bbls. chrome ore, 1,010 cases, 580 casks, and 544 bbls. pork, 288 casks hams, 96 cases and 22 casks shoulders of bacon, 100 half bbls., & 298 cases of beef, 78 bales of hops, 1,255 barrels alcohol, 544 logs cedar, 1,241 packages laths, 15,813 staves, &c.		4	In port	
	18		18		18			18		

* Entered: 6 class not given. Cleared: 4 class not given, and 2 in port. Aggregate tonnage entered, 2,947.
† Entered: 10 ships, 7 barks—17, and 8 in port. Cleared: 8 ships, 6 barks—14, and 11 in port. Aggregate tonnage entered, 11,845 8-95.
‡ Entered: 7 ships, and 11 in port. Cleared: 9 ships, 2 barks—11, and 7 in port. Aggregate tonnage entered, 6,508 29-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRITISH DOMINIONS.										
CORK.										
E. G. Eastman.										
Quarter ended June 30, 1863—Continued.	6	Callao	2	Hull	2	3,300 tons guano	$165,000 00	2	Same as inward cargo	
			1	Londonderry	1	1,000 tons guano	50,000 00	1	....do	
			1	Bristol	1	1,650 tons guano	82,500 00	1	....do	
			1	Dublin	1	1,300 tons guano	65,000 00	1	....do	
			1	In port	1	900 tons guano	45,000 00	1	In port	
	2	Howland's Island	2	Liverpool	2	2,000 tons guano	60,000 00	2	Same as inward cargo	
	1	Matanzas	1	....do	1	Molasses	18,000 00	1	....do	
	1	Manilla	1	New York	1	7,000 bales hemp	120,000 00	1	....do	
	1	Portland, Me.	1	Liverpool	1	2,500 barrels petroleum oil	40,000 00	1	....do	
	1	Buenos Ayres	1	Leith	1	800 tons hides and bones	60,000 00	1	....do	
	23		23		23		1,308,000 00	23		
Quarter ended September 30, 1863.		No report								
RANGOON.										
G. Bullock.										
1st, 2d, and 3d quarters		No report								
Quarter ended September 30, 1863.	1	Kurachee	1	Cork	1	Ballast		1	310,375 vis earth oil, 6,241 vis cutch, 704 hides.	
	3	Mauritius	2	Charleston	2	....do		3	60,995 baskets rice, 907 tons timber.	
			1	Boston	1	....do				
	1	Galle	1	Cork	1	....do		1	In port	
	1	Singapore	1	Singapore	1	....do		1	....do	
	6		6		6			6		

J. O. Putnam.										
Quarter ended December 31, 1862.†	8	In port	3	In port	3	Before reported	Unknown	3	In port	Unknown.
			4	New York	4	....do		3	Wines, dry goods, &c	
								1	Ballast	
			1	Boston	1	....do		1	....do	
	3	New Orleans	2	New York	2	1,065 hogsheads tobacco		2	....do	
			1	In port	1	86 bales cotton		1	In port	
	11	New York	6	New York	6	7,182 barrels petroleum oil, 152 bales cotton.		3	Wines, dry goods, &c	
								3	Ballast	
			1	Swansea	1	1,894 barrels petroleum oil		1	....do	
			4	In port	4	19,029 sacks wheat		4	In port	
	2	Callao	2	....do	2	2,890 tons guano		2	....do	
	1	Philadelphia	1	....do	1	2,549 barrels petroleum oil		1	....do	
	25		25		25			25		
Quarter ended March 31, 1863.‡	11	In port	3	In port	11	Before reported	Unknown	3	In port	Unknown.
			3	Cardiff				4	Ballast	
			3	New York				4	Wines, dry goods, &c	
			1	Boston						
			1	London						
	1	Callao	1	Boston	7	12,463 sacks rice, 9,495 sacks wheat.		3	Ballast	
	1	Baltimore	1	Baltimore		1,410 sacks bark, 50 hhds. bark				
	4	New York	1	New York		460 sacks, 108 bbls. clover-seed				
	1	Rangoon	4	In port		2,000 tons guano, 9,841 casks, 2,220 cases and 50 tierces of lard, 181 hhds. tallow, 2,280 hhds. tobacco, 400 bbls. chrome ore, 1,010 cases, 580 casks, and 544 bbls. pork, 288 casks hams, 96 cases and 22 casks shoulders of bacon, 100 half bbls., & 298 cases of beef, 78 bales of hops, 1,255 barrels alcohol, 544 logs cedar, 1,241 packages laths, 15,813 staves, &c.		4	In port	
	18		18		18			18		

* Entered: 6 class not given. Cleared: 4 class not given, and 2 in port. Aggregate tonnage entered, 2,947.
† Entered: 10 ships, 7 barks—17, and 8 in port. Cleared: 8 ships, 6 barks—14, and 11 in port. Aggregate tonnage entered, 11,845 8-95.
‡ Entered: 7 ships, and 11 in port. Cleared: 9 ships, 2 barks—11, and 7 in port. Aggregate tonnage entered, 6,508 29-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
FRENCH DOMINIONS.										
BORDEAUX.										
C. Davisson.										
Quarter ended March 31, 1863.*	13	In port	5	New York	13	Before reported		2	344 tons wines, brandy, sardines, and salt.	$31,360 00
								3	Ballast	
			2	New Orleans				2	618 tons wine, sardines, preserves, oil, &c.	88,860 00
			1	Boston				1	Ballast	
			1	Buenos Ayres				1	421 tons wine, brandy, sardines, &c.	53,080 00
			1	Alicante				1	851 tons railroad sleepers and wagon springs.	20,715 00
			1	Cardiff				1	Ballast	
			2	Sold				2	Sold	
	1	New York	1	New York	1	107,000 staves	$8,560 00	1	Ballast	
	4	New Orleans	1	New Orleans	1	88,000 staves	7,040 00	1	520 tons wine, sardines, &c.	46,120 00
			1	Alicante	1	128,000 staves	10,240 00	1	684 tons railroad sleepers and turpentine.	16,328 00
			1	New York	1	400 hhds. tobacco, 15,000 staves	41,200 00	1	Ballast	
			1	In port	1	73,000 staves	5,840 00	1	In port	
	1	Valparaiso	1	Sold	1	1,025 tons guano	61,500 00	1	Sold	
	1	Callao	1	In port	1	1,800 tons guano	108,000 00	1	In port	
	1	In distress	1	New Orleans	1	Ballast		1	927 tons wine, sardines, &c.	68,500 00
	1	Shipwrecked	1	Shipwrecked	1			1	Shipwrecked	
	22		22		22		242,380 00	22		324,963 00
Quarter ended June 30, 1863.†	2	In port	1	Cardiff						
			1	Newcastle	2	Before reported		2	Ballast	
	3	New York	1	New York	1	788 bags wheat, 150,000 staves, 60 hhds. tobacco	41,975 00			
			1	Cardiff	1	104,400 staves	17,520 00	2	Ballast	
			1	In port	1	900 pkgs. lard, 100,000 staves	22,520 00	1	In port	

	3	New Orleans	1	New York	1	87,000 staves	6,960 00	1	Ballast	
			2	In port	2	229,000 staves, 60 bales moss	21,320 00	2	In port	
	1	Papers not delivered.	1	....do	1			1	....do	
	9		9		9		110,295 00	9		
Quarter ended September 30, 1863.‡	4	In port	1	Alicante	4	Before reported		1	12 packages rosin, 12,908 railroad sleepers, 2,138 telegraph poles, 26 casks turpentine.	22,236 00
			1	Malaga				1	4,000 railroad sleepers, 10,300 pine planks.	13,840 00
			1	New York				1	Ballast	
			1	Cardiff				1	....do	
	2	New Orleans	1	Alicante	1	109,000 staves, 200 bbls. pork, 35 bbls. lard.	13,165 00	1	10,764 railroad sleepers	15,069 00
			1	In port	1	64,000 staves	5,120 00	1	In port	
	1	Maulmain	1	....do	1	847 tons teak timber		1	....do	
	1	Wyborg	1	Cardiff	1	2,098 dozen red pine boards and plank.	4,196 00	1	Ballast	
	8		8		8		22,481 00	8		51,145 00
NANTES.										
J. de la Montagnie.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.§	1	In port	1	Not known	1	Before reported		1		
	2	Callao	2	Cardiff	2	General cargo	$193,000 00	2	Ballast	
	3		3		3		193,000 00	3		
Quarter ended September 30, 1863.		No report								
CETTE.										
L. S. Nahmens.										
Quarter ended December 31, 1862.‖	1	New York	1	Marseilles	1	25,000 staves	7,000 00	1	30 tons wines, &c	3,600 00

* Entered: 3 ships, 4 barks, 2 brigs—9, and 13 in port. Cleared: 6 ships, 11 barks, 3 brigs—20, and 2 in port. Aggregate tonnage entered, 5,859.
† Entered: 7 ships, 2 in port. Cleared: 4 ships, 1 brig—5, and 4 in port. Aggregate tonnage entered, 4,731 75-95.
‡ Entered: 2 ships 1 bark, 1 brig—4, and 4 in port. Cleared: 5 ships, 1 brig—6, and 2 in port. Aggregate tonnage entered, 2,423 69-95.
§ Entered: 2 ships, and 1 in port. Cleared: 3 ships. Aggregate tonnage entered, 2,784 30-95.
‖ Entered and cleared: 1 brig. Tonnage, 287 22-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
FRENCH DOMINIONS.										
CETTE.										
L. S. Nahmens.										
Quarter ended March 31, 1863.*	2	New York	1	New York	1	53,900 staves	$10,220 00	1	235 tons salt and wine	$11,500 00
			1	Messina	1	Tallow, lard, bacon, hams, alcohol, and staves.	48,000 00	1	Ballast	
	1	New Castle	1	Rio de Janeiro	1	290 tons coal	2,000 00	1	300 tons salt and wine	10,000 00
	1	Barcelona	1	New York	1	Ballast		1	280 tons wine	23,000 00
	4		4		4		60,220 00	4		44,500 00
Quarter ended June 30, 1863.†	4	New York	1	Licata	1	General cargo	70,850 00	1	Ballast	
			1	New York	1	162,000 staves	29,000 00	1	440 tons salt	880 00
			1	Palermo	1	General cargo	110,200 00	1	Ballast	
			1	Pictou	1	....do	70,000 00	1	....do	
	4		4		4		280,050 00	4		880 00
Quarter ended September 30, 1863.‡	1	New York	1	Menton	1	18,600 staves	11,300 00	1	140 tons salt	267 25
MARSEILLES.										
G. W. Van Horne.										
Quarter ended December 31, 1862.§	5	In port	1	Galatz	1	Before reported		1	Ballast	
			1	Boston	1	....do		1	780 pigs lead, 662 bales wool	38,125 00
			2	New York	2	....do		2	5,239 pigs lead 1,205 boxes oil, 200 casks wine, 27 barrels garancine, 100 barrels filberts, 4 casks cream tartar, 2,074 bales wool, 396 boxes pickles, 89 bags almonds, 70 casks madder, 400 bbls. sulphur.	212,598 00

			1	Messina	1	....do		1	Ballast	
	9	New York	3	Palermo	3	2,832 bbls. lard, 241 boxes bacon, 3,264 bags wheat, 109 boxes hams, 38,936 staves, 39 hhds. tobacco, 162 bbls. tallow, 40 bbls. salt pork, 1,482 oars, 150 bbls. petroleum, 10 barrels alcohol, 20 bbls. salt meat, 25 bbls. beef, 38 bbls. whales' beards.	142,318 00	3	....do	
			2	Messina	2	2,615 bbls. lard, 25 boxes bacon, 5,690 staves, 24 hhds. tobacco, 91 bbls. tallow, 1,556 oars, 2,400 bbls. alcohol, 100 boxes ex. logwood.	185,762 00	2	....do	
			1	Catania	1	1,070 bbls. alcohol, 295 bbls. lard, 74 bbls. grease, 25 bbls. pork, 17,000 staves.	49,350 00	1	....do	
			3	In port	3	300,000 kil. ground nuts, 200,000 kil. palm nuts, 1,551 barrels lard, 45 bbls. beef, 3,333 bbls. alcohol, 15 hhds. tobacco, 13,300 staves.	188,352 00	3	In port	
	1	Trieste	1	Messina	1	91,000 staves	6,000 00	1	Ballast	
	1	Philadelphia	1	Palermo	1	1,800 bbls. petroleum oil	21,600 00	1	....do	
	1	Genoa	1	New York	1	Ballast		1	3,478 pigs lead, 1,521 boxes soap, 581 bales wool, 108 bales corks, 51 boxes madder, 100 baskets oil, 699 bales rags, 250 tons salt, 20 casks wine, &c.	83,767 00
	1	Taganrog	1	St. Thomas	1	3,000 charges wheat	24,000 00	1	Ballast	
	1	Cette	1	New York	1	Ballast		1	300 tons salt	666 00
	1	Trinidad	1	Licata	1	450 tons of asphaltum	20,000 00	1	Ballast	
	1	Glasgow	1	Messina	1	410 tons pig iron	18,000 00	1	....do	
	1	Tripoli	1	In port	1	3,200 charges wheat	18,432 00	1	In port	
	1	New Orleans	1	....do	1	490 hhds. tobacco, 70,000 staves	211,400 00	1	....do	
	1	Boston	1	....do	1	1,140 bbls. alcohol, 123 barrels lard and logwood.	44,738 00	1	....do	
	24		24		24		929,952 00	24		335,156 00
Quarter ended March 31, 1863.‖	6	In port	1	Sold	6	Before reported		1	Sold	
			4	Messina				5	Ballast	
			1	Licata						

* Entered and cleared: 2 schooners, 1 bark, 1 brig. Aggregate tonnage, 1,195 61-95.
† Entered and cleared: 3 barks, 1 ship. Aggregate tonnage entered, 2,115 65-95.
‡ Entered and cleared: 1 brig. Tonnage, 293 82-95.
§ Entered: 1 ship, 11 barks, 7 brigs—19, and 5 in port. Cleared: 1 ship, 10 barks, 6 brigs, 1 schooner—18, and 6 in port. Aggregate tonnage entered, 7,075.
‖ Entered: 2 ships, 6 barks, 5 brigs—13, and 6 in port. Cleared: 2 ships, 4 brigs, 9 barks—15, and 4 in port. Aggregate tonnage entered, 5,394.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
FRENCH DOMINIONS										
MARSEILLES.										
G. W. Van Horne.										
Quarter ended March 31, 1863—Continued.	8	New York	1	Licata	1	2,242 bbls. lard, 40 cases bacon, 100 bbls. beef, 50 casks quercitron, 50 bbls. grease, 40,300 staves.	$90,104 00	1	Ballast	
			2	Messina	2	2,569 bbls. alcohol, 1,250 bbls. lard, 90 bbls. grease, 25 bbls. pork, 50 bbls. beef, 31,000 staves, 504 bbls. tallow, 234 bbls. salt meat.	109,958 00	2	....do	
			1	Genoa	1	47 cases quercitron, 58,500 staves, 1,000 barrels alcohol, 10 casks tallow, 20 casks salt meat.	30,812 00	1	Part of inward cargo	
			1	New York	1	103,000 staves	12,360 00	1	Ballast	
			3	In port	3	6,362 bbls. lard, 75 bbls. and 88 casks grease, 1,312 barrels alcohol, 193 cases salt meat, 19 cases quercitron, 39,500 staves, 45 bbls. pork, 60 bbls. beef, 15 cases bacon.	220,913 00	3	In port	
	1	New Orleans	1	Matanzas	1	506 hhds. tobacco, 10,000 staves	203,400 00	1	Ballast	
	2	Boston	1	Constantinople	1	1,200 bbls. rum, 661 barrels alcohol.	62,542 00	1	Same as inward cargo	
			1	Messina	1	159,684 lbs. logwood, 600 bbls. alcohol, 630 bbls. rum, 100 bbls. lard.	48,437 00	1	Ballast	
	2	Philadelphia	1	....do	1	239 casks quercitron, 400 bbls. flour, 25 tons logwood.	17,044 00	1	....do	
			1	In port	1	1,351 bbls. petroleum oil	17,212 00	1	In port	
	19		19		19		812,782 00	19		

Quarter ended June 30, 1863.*	4	In port	2	Gibraltar	4	Before reported		4	Ballast	
			1	Messina						
			1	Palermo						
	2	Philadelphia	1	New York	1	207 hhds. quercitron bark, 110,000 lbs. logwood.	11,522 00	1	39 bales wool, 500 boxes lemons	3,130 00
			1	Genoa	1	2,340 bbls. petroleum oil, 23 bbls. whiskey, 6 — cigars.	35,833 00	1	Ballast	
	8	New York	2	New York	2	4,150 bbls. lard, 50 bbls. grease, 1,543 bbls. alcohol, 80 bbls. pork, 60 bbls. bacon, 408 bbls. salt meat, 7,560 staves.	153,466 00	2	...do	
			1	Licata	1	2,092 bbls. lard, 256 bbls. alcohol, 10 hhds. tobacco, 1,000 staves.	62,824 00	1	...do	
			3	Minton	3	4,646 bbls. lard, 786 bbls. alcohol, 233 bbls. pork, 39 bbls. bacon, 154 bls. salt meat, 38,000 staves, 150 bbls. beef, 90 — machinery.	144,652 00	3	...do	
			1	In port	1	1,670 bbls. lard, 44 bbls. alcohol, 5,000 staves, 48,400 lbs. logwood.	46,198 00	1	In port	
			1	Palermo	1	535 bbls. alcohol, 1,724 bbls. lard, 35 bbls. salt meat.	48,588 00	1	Ballast	
	1	Sumatra	1	Sumatra	1	605 tons pepper	58,000 00	1	...do	
	1	Galatz	1	Malaga	1	2,000 charges wheat	15,000 00	1	...do	
	3	Boston	2	Leghorn	2	1,000 bbls. flour, 150 bbls. alcohol, 594,000 lbs. logwood, 35 — machinery, 2,361 bbls. lard.	51,119 00	2	...do	
			1	In port	1	765 bbls. lard, 300 bbls. rum, 288,200 lbs. logwood.	32,389 00	1	In port	
	1	Gudava	1	In port	1	4,500 railroad sleepers	5,000 00	1	...do	
	20		20		20		684,591 00	20		3,130 00
Quarter ended September 30, 1863.†	3	In port	1	Constantinople	3	Before reported		3	Ballast	
			2	Gudava						
	3	New York	1	New York	3	7,037 bbls. lard, 6,000 staves, 150 tons logwood, 800 bbls. alcohol, 141 bbls. grease.	308,028 00	1	60 tons logw'd, 160 hhds. tobacco	50,400 00
			1	Pictou				2	Ballast	
			1	Malta						
	1	Boston	1	Girgenti	1	1,661 bbls. lard, 100 bbls. rum, 96 bbls. alcohol, 80 cans petroleum, 145,745 lbs. logwood.	50,151 00	1	...do	
	2	Gudava	2	In port	2	42,300 railroad sleepers	49,800 00	2	In port	
	9		9		9		407,979 00	9		50,400 00

* Entered: 1 ship, 6 barks, 8 brigs, 1 schooner—16, and 4 in port. Cleared: 1 ship, 5 barks, 10 brigs, 1 schooner—17, and 3 in port. Aggregate tonnage entered, 5,931.
† Entered: 3 ships, 3 barks—6, and 3 in port. Cleared: 1 ship, 5 barks, 1 brig—7, and 2 in port. Aggregate tonnage entered, 4,661.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
FRENCH DOMINIONS										
LA ROCHELLE.										
T. Hyatt.										
Quarter ended December 31, 1862.*	2	New York	1	New York	2	Wheat and flour	$20,000 00	1	Brandy, wine, sardines	
						20 9-10 M extra pipe staves	2,717 00		Preserved figs, caramel	
						16 M light pipe staves	1,680 00		Table oil	
						19 8-10 M heavy hhd. staves	1,782 00			
						25 boxes candles	270 00			
						1 box preserved lobsters	8 00			
			1	In port				1	In port	
	2		2		2		26,457 00	2		
Quarter ended March 31, 1863.†	1	In port	1	New York	1	Before reported		1	Brandy and yellow ochre	$59,941 00
3d and 4th quarters		No report								
GUADALOUPE.										
H. Thionville.										
Quarter ended December 31, 1862.‡	7	New York	1	Inagua	1	Provisions and tobacco	8,000 00	1	Ballast	
			2	St. Thomas	2	Provisions and shorts	22,841 00	2	...do	
			3	New York	3	Provisions, shorts, and horses	39,995 00	1	100,000 oranges, 11,222 lbs. old iron	
								2	Ballast	
			1	In port	1	Provisions and shorts	3,500 00	1	In port	
	2	Philadelphia	2	St. Thomas	2	...do	20,876 00	2	...do	
	9		9		9		95,212 00	9		
Quarter ended March 31, 1863.§	5	New York	1	Tubasco	1	Provisions and shooks	8,844 00	1	Ballast	
			3	St. Thomas	3	Provisions, &c	31,300 00	3	...do	
						71,000 staves	4,241 00			

d June 30,	4	In port	2	Gibraltar	4	Before reported		4	Ballast	
			1	Messina						
			1	Palermo						
	2	Philadelphia	1	New York	1	207 hhds. quercitron bark, 110,000 lbs. logwood.	11,522 00	1	39 bales wool, 500 boxes lemons	3,130 00
			1	Genoa	1	2,340 bbls. petroleum oil, 23 bbls. whiskey, 6 — cigars.	35,833 00	1	Ballast	
	8	New York	2	New York	2	4,150 bbls. lard, 50 bbls. grease, 1,543 bbls. alcohol, 80 bbls. pork, 60 bbls. bacon, 408 bbls. salt meat, 7,560 staves.	153,466 00	2	....do	
			1	Licata	1	2,092 bbls. lard, 256 bbls. alcohol, 10 hhds. tobacco, 1,000 staves.	62,824 00	1	....do	
			3	Minton	3	4,646 bbls. lard, 786 bbls. alcohol, 233 bbls. pork, 39 bbls. bacon, 154 bls. salt meat, 38,000 staves, 150 bbls. beef, 90 — machinery.	144,652 00	3	....do	
			1	In port	1	1,670 bbls. lard, 44 bbls. alcohol, 5 000 staves, 48,400 lbs. logwood.	46,198 00	1	In port	
			1	Palermo	1	535 bbls. alcohol, 1,724 bbls. lard, 35 bbls. salt meat.	48,588 00	1	Ballast	
	1	Sumatra	1	Sumatra	1	605 tons pepper	58,000 00	1	....do	
	1	Galatz	1	Malaga	1	2,000 charges wheat	15,000 00	1	....do	
	3	Boston	2	Leghorn	2	1,000 bbls. flour, 150 bbls. alcohol, 594,000 lbs. logwood, 35 — machinery, 2,361 bbls. lard.	51,119 00	2	....do	
			1	In port	1	765 bbls. lard, 300 bbls. rum, 288,200 lbs. logwood.	32,389 00	1	In port	
	1	Gudava	1	In port	1	4,500 railroad sleepers	5,000 00	1	....do	
	20		20		20		684,591 00	20		3,130 00
d September 1	3	In port	1	Constantinople	3	Before reported		3	Ballast	
			2	Gudava						
	3	New York	1	New York	3	7,037 bbls. lard, 6,000 staves, 150 tons logwood, 800 bbls. alcohol, 141 bbls. grease.	308,028 00	1	60 tons logw'd, 160 hhds. tobacco	50,400 00
			1	Pictou				2	Ballast	
			1	Malta						
	1	Boston	1	Girgenti	1	1,661 bbls. lard, 100 bbls. rum, 96 bbls. alcohol, 80 cans petroleum, 145,745 lbs. logwood.	50,151 00	1	....do	
	2	Gudava	2	In port	2	42,300 railroad sleepers	49,800 00	2	In port	
	9		9		9		407,979 00	9		50,400 00

tered: 1 ship, 6 barks, 8 brigs, 1 schooner—16, and 4 in port. Cleared: 1 ship, 5 barks, 10 brigs, 1 schooner—17, and 3 in port. Aggregate tonnage entered, 5,931.
ered: 3 ships, 3 barks—6, and 3 in port. Cleared: 1 ship, 5 barks, 1 brig—7, and 2 in port. Aggregate tonnage entered, 4,661.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
FRENCH DOMINIONS.										
ST. PIERRE, (MARTINIQUE)—Cont'd.										
W. F. Given.										
Quarter ended March 31, 1863.*	1	In port	1	Turk's Island	1	Before reported		1	Ballast	
	1	Boston	1	Guadaloupe	1	Provisions and ice	$4,000 00	1	Ice and provisions	$2,000 00
	2	New York	1	Fratera	1	Provisions and lumber	12,000 00	1	Ballast	
			1	Port de France	1	Mules and provisions	15,000 00	1	26 mules	3,250 00
	1	Baltimore	1	St. Kits	1	Assorted provisions	5,000 00	1	Assorted provisions	3,000 00
	1	Passamaquoddy	1	Cardenas	1	Lumber	1,100 00	1	Ballast	
	6		6		6		37,100 00	6		8,250 00
Quarter ended June 30, 1863.†	4	New York	1	Vera Cruz	1	65 mules, shooks, &c	11,000 00	1	161 mules	24,000 00
			1	St. Bartholomew	1	Assorted provisions	8,000 00	1	Assorted provisions	2,500 00
			1	Baracoa	1	do do	9,900 00	1	Ballast	
			1	St. Thomas	1	Shooks, lumber, oil, &c	8,500 00	1	Tamarinds	200 00
	2	Boston	1	Guadaloupe	1	Ice, provisions, furniture	3,700 00	1	Ice, provisions, furniture	3,200 00
			1	In port	1	Ice, shooks, furniture	6,000 00	1	In port	
	6		6		6		47,100 00	6		29,900 00
Quarter ended September 30, 1863.‡	1	In port	1	Port de France	1	Before reported		1	Ice	2,000 00
ST. PIERRE, MIQUELON.										
G. Hughes.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.§	1	Fortune Bay	1	Gloucester	1	Frozen herring		1		

Quarter ended June 30, 1863.		No report								
Quarter ended September 30, 1863.‖	1	Benin	1	Gloucester	1	Not stated		1	Not stated	
	1	Bangor	1	Cape Breton	1	General merchandise	3,300 00	1	Ballast	
	2		2		2		3,300 00	2		
ST. BARTHOLOMEW.										
R. B. Dinzey.										
Quarter ended December 31, 1862.¶	1	Philadelphia	1	St. Kits	1	General cargo	12,702 31	1	Part inward cargo	1,261 89
Quarter ended March 31, 1863.**	1	Barbadoes	1	Sold	1	Ballast		1	Sold	
Quarter ended June 30, 1863.††	2	St. Kits	1	Philadelphia	1	Ballast		1	Cotton and metals	7,754 96
			1	Sold	1	Provisions and lumber	3,315 21	1	Sold	
	1	Trinidad	1	...do	1	Flour, wine, &c.	1,248 20	1	...do	
	1	Martinique	1	Baracoa	1	Provisions	2,934 47	1	Ballast	
	4		4		4		7,497 88	4		7,754 96
Quarter ended September 30, 1863.		No report								
TOULON.										
A. B. Schenking.										
Quarter ended December 31, 1862.‡‡	1	Maulmain	1	Toulon	1	505 tons teak timber	10,000 00	1	700 tons salt	
2d, 3d, and 4th quarters		No report								
SPANISH DOMINIONS.										
CADIZ.										
E. S. Eggleston.										
Quarter ended December 31, 1862.§§	2	In port	1	In port	1	Before reported		1	In port	
			1	New York	1	...do		1	Ballast	

* Entered: 1 bark, 2 brigs, 2 schooners—5, and 1 in port. Cleared: 1 bark, 2 brigs, 3 schooners—6. Aggregate tonnage entered, 1,181 53-95.
† Entered: 1 bark, 2 brigs, 2 schooners, 1 brigantine—6. Cleared: 1 bark, 2 brigs, 2 schooners, and 1 in port. Aggregate tonnage entered, 1,211 27-95.
‡ Entered: 1, in port. Cleared: 1 brig. Tonnage not given. § Entered and cleared: 1 schooner. Tonnage, 91.
‖ Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 300. ¶ Entered and cleared: 1 brig. Tonnage, 149. ** Entered and cleared: 1 brig. Tonnage, 277.
†† Entered: 3 brigs, 1 schooner—4. Cleared: 1 brig, 1 schooner—2, and 2 sold. Aggregate tonnage entered, 657. ‡‡ Entered and cleared: 1 bark. Tonnage, 549 85-95.
§§ Entered: 2 brigs, 4 schooners, 4 ships, 8 "B. R.," 1 bark—19, and 2 in port. Cleared: 2 brigs, 2 ships, 1 schooner, 4 "B. R.," 1 bark, and 11 in port. Ag'reg'te tonnage ent'd, 35,215 2-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
CADIZ.										
E. S. Eggleston.										
Quarter ended December 18, 1862—Cont'd.	11	New York	6	New York	6	425,996 staves, 15 bbls. beef, 10 bbls. pork, 792 hhds. tobacco.	$207,640 00	6	551 lasts salt, 242 qr. casks wine, 100 tons wood.	$12,455 00
			5	In port	5	358,880 staves	49,960 00	5	In port	
	1	Cardiff	1	New York	1	375 tons coal	3,000 00	1	100 lasts salt, 120 qr. casks wine	2,800 00
	1	Port Townsend	1	In port	1	Timber	70,000 00	1	In port	
	1	Gibraltar	1	New York	1	190,000 staves, 30 hhds. tobacco	188,800 00	1	100 lasts salt	500 00
	1	Newport, Wales	1	In port	1	194 tons coal	1,358 00	1	In port	
	2	New Orleans	2	do	2	145,600 staves	4,857 00	2	do	
	1	Boston	1	Messina	1	24,000 staves, 124 tons ice	13,106 00	1	Ballast	
	1	Swansea	1	In port	1	327 tons coal	2,616 00	1	In port	
	21		21		21		541,337 00	21		15,755 00
Quarter ended March 31, 1863.*	11	In port	1	Montevideo	11	Before reported		1	100 lasts salt	500 00
			1	Rio Grande				1	100 lasts salt	500 00
			1	Buenos Ayres				1	319 lasts salt	1,595 00
			1	Bath				1	180 lasts salt	900 00
			3	St. Thomas				3	Ballast	
			1	River Platte				1	168 lasts salt	840 00
			2	New York				1	Ballast	
								1	85 b'les cork, 250 qr. casks wine	15,410 00
			1	In port				1	In port	
	2	New Orleans	1	Messina	1	118,265 staves	16,420 00	1	160 lasts salt	800 00
			1	In port	1	227,000 staves	31,780 00	1	In port	
	1	St. Helena	1	Nantes	1	Called for orders		1	Called for orders	
	1	Akyab	1	Falmouth	1	do		1	do	
	14	New York	1	New Orleans	1	103,600 staves	14,000 00	1	227 lasts salt	1,135 00
			2	Alicante	2	173,000 staves	24,820 00	2	Ballast	
			1	St. Thomas	1	53,000 staves, 110 bbls. beef and pork.	17,000 00	1	do	
			1	Nuevitas	1	90,000 staves	12,600 00	1	do	

1863.										
Quarter ended September 30, 1863.‖	1	Benin	1	Gloucester	1	Not stated		1	Not stated	
	1	Bangor	1	Cape Breton	1	General merchandise	3,300 00	1	Ballast	
	2		2		2		3,300 00	2		
ST. BARTHOLOMEW.										
R. B. Dinzey.										
Quarter ended December 31, 1862.¶	1	Philadelphia	1	St. Kits	1	General cargo	12,702 31	1	Part inward cargo	1,261 89
Quarter ended March 31, 1863.**	1	Barbadoes	1	Sold	1	Ballast		1	Sold	
Quarter ended June 30, 1863.††	2	St. Kits	1	Philadelphia	1	Ballast		1	Cotton and metals	7,754 96
			1	Sold	1	Provisions and lumber	3,315 21	1	Sold	
	1	Trinidad	1	do	1	Flour, wine, &c.	1,248 20	1	do	
	1	Martinique	1	Baracoa	1	Provisions	2,934 47	1	Ballast	
	4		4		4		7,497 88	4		7,754 96
Quarter ended September 30, 1863.		No report								
TOULON.										
A. B. Schenking.										
Quarter ended December 31, 1862.‡‡	1	Maulmain	1	Toulon	1	505 tons teak timber	10,000 00	1	700 tons salt	
2d, 3d, and 4th quarters		No report								
SPANISH DOMINIONS.										
CADIZ.										
E. S. Eggleston.										
Quarter ended December 31, 1862.§§	2	In port	1	In port	1	Before reported		1	In port	
			1	New York	1	do		1	Ballast	

* Entered: 1 bark, 2 brigs, 2 schooners—5, and 1 in port. Cleared: 1 bark, 2 brigs, 3 schooners—6. Aggregate tonnage entered, 1,181 53-95.
† Entered: 1 bark, 2 brigs, 2 schooners, 1 brigantine—6. Cleared: 1 bark, 2 brigs, 2 schooners, and 1 in port. Aggregate tonnage entered, 1,211 27-95.
‡ Entered: 1, in port. Cleared: 1 brig. Tonnage not given. § Entered and cleared: 1 schooner. Tonnage, 91.
‖ Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 300. ¶ Entered and cleared: 1 brig. Tonnage, 149. ** Entered and cleared: 1 brig. Tonnage, 277.
†† Entered: 3 brigs, 1 schooner—4. Cleared: 1 brig, 1 schooner—2, and 2 sold. Aggregate tonnage entered, 657. ‡‡ Entered and cleared: 1 bark. Tonnage, 549 85-95.
§§ Entered: 2 brigs, 4 schooners, 4 ships, 8 "B. R.," 1 bark—19, and 2 in port. Cleared: 2 brigs, 2 ships, 1 schooner, 4 "B. R.," 1 bark, and 11 in port. Ag'reg'te tonnage ent'd, 35,215 2-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
MALAGA.										
A. M. Hancock.										
Quarter ended December 31, 1862—Cont'd.	1	Barcelona	1	Boston	1	Ballast		1	Fruit, wine, lead	$17,994 00
	3	New York	1	New York	1	64,560 staves	$8,000 00	1	Fruit	26,430 00
			2	In port	2	109,922 staves	13,190 00	2	In port	
	1	Troon	1	....do	1	6,351 tons coal	4,670 00	1	....do	
	1	Baltimore	1	....do	1	85,760 staves	10,291 00	1	....do	
	1	Boston	1	....do	1	52,710 staves	6,324 00	1	....do	
	17		17		17		42,475 00	17		211,871 00
Quarter ended March 31, 1863.*	5	In port	1	Porman, (Portugal.)	5	Before reported		1		
			1	New York				1	Ballast	
			2	Boston				3	Fruit and lead	30,152 00
			1	Messina						
	2	Boston	1	....do	1	68,040 staves	12,247 00	1	Ballast	
			1	In port	1	43,720 staves	7,869 00	1	In port	
	3	New York	1	New York	1	78,000 staves	14,040 00	1	Fruit, lead, &c	15,306 00
			2	In port	2	123,720 staves	22,269 00	2	In port	
	10		10		10		56,425 00	10		45,458 00
Quarter ended June 30, 1863.†	3	In port	2	Messina	3	Before reported		1	Ballast	
			1	New York				1	Lead	2,865 00
								1	Fruit	4,689 00
	5	New York	2	....do	2	96,480 pipe and 19,440 hogshead staves.	14,961 00	2	....do	25,720 00
			1	Monaco	1	43,800 pipe and 18,000 hogshead staves.	8,034 00	1	Ballast	
			1	Almeria	1	185,160 pipe and 9,240 hogshead staves.	25,279 00	1	....do	

			1	In port	1	39,160 pipe, 4,800 hogshead, and 2,400 barrel staves.	6,052 00	1	In port	
	1	Boston	1	Cadiz	1	56,604 hogshead and 15,240 pipe staves.	9,339 00	1	Lead	6,439 00
	1	Bangor	1	New York	1	41,400 pipe and 2,400 hogshead staves.	5,694 00	1	Fruit	9,817 00
	2	New Orleans	1	Callao	1	147,125 pipe and 10,922 hogshead staves.	20,546 00	1	Ballast	
			1	New York	1	97,336 pipe staves	12,653 00	1	....do	
	1	Genoa	1	Gibraltar	1	14,000 pipe staves	1,820 00	1	....do	
	1	Marseilles	1	Pomeron	1	854 barrels currants and machinery.		1	....do	
	14		14		14		104,371 00	14		49,530 00
Quarter ended September 30, 1863.‡	1	Bordeaux	1	In port	1	Lumber		1	In port	
	1	Gibraltar	1	Boston	1	Staves	360 00	1	Fruit	25,686 00
	1	Barcelona	1	In port	1	Ballast		1	In port	
	3		3		3		360 00	3		25,686 00
ALICANTE. *W. L. Giro.*										
Quarter ended December 31, 1862.§	1	Newport	1	New York	1	630 tons railroad iron, 80 tons coal.		1	Ballast	
	1	New York	1	....do	1	711 hogsheads tobacco, 34,800 staves.		1	....do	
	2	Tarragona	2	....do	2	899 quarter casks wine, 528 bags almonds, 298 bags nuts.		2	98 bundles mats, 1,156 quintals licorice root.	4,694 20
	1	Cardiff	1	Messina	1	272 tons coal		1	Ballast	
	5		5		5			5		4,694 20
Six months from the 1st of January to June 30, 1863.‖	1	New York	1	New York	1	73 tons logwood, 36,000 staves, 20 firkins butter.	6,999 34	1	542 casks wine, 1,213 quintals licorice root, 200 bundles mats.	10,900 60
	2	Bordeaux	1	Almeria	1	13,368 railroad sleepers, 20 tons wagon springs.		1	Ballast	
			1	Trapani	1	11,000 railroad sleepers, 28 casks turpentine.		1	....do	
	3		3		3		6,999 34	3		10,900 60

* Entered: 4 barks, 1 brig—5, and 5 in port. Cleared: 6 barks, 1 brig—7, and 3 in port. Aggregate tonnage entered, 1,870.
† Entered: 2 ships, 7 barks, 1 brig, 1 schooner—11, and 3 in port. Cleared: 2 ships, 6 barks, 1 brig, 1 schooner, 3 class not given—13, and 1 in port. Agg'te ton'ge entered, 4,959.
‡ Entered: 1 ship, 2 barks. Cleared: 1 bark, and 2 in port. Aggregate tonnage 1,300.
§ Entered and cleared: 3 barks, 1 ship, 1 brig—5. Aggregate tonnage entered, 2,307.
‖ Entered and cleared: 1 bark, 2 ships. Aggregate tonnage entered, 1,693.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
ALICANTE.										
W. L. Giro.										
Quarter ended September 30, 1863.	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
BARCELONA.										
J. A. Little.										
Quarter ended December 31, 1862.*	1	In port.....	1	Palermo.....	1	Before reported.....	.....	1	Ballast.....	.....
	1	New York.....	1	Messina.....	1	91,000 staves.....	$10,576 50	1	....do.....	.....
	1	New Castle.....	1	Cette.....	1	275¼ tons coal.....	3,306 00	1	In for repairs.....	.....
	1	New Orleans....	1	In port.....	1	63,000 staves.....	5,000 00	1	In port.....	.....
	4	.....	4		4	.....	18,882 50	4	.....	.....
Quarter ended March 31, 1863.†	1	In port.....	1	Palermo.....	1	Before reported.....	.....	1	Ballast.....	.....
	1	New Castle.....	1	Cette.....	1	404 tons coal.....	4,848 00	1	Red and white wines.....	$9,150 00
	1	New York.....	1	Messina.....	1	51,700 staves.....	6,572 00	1	Ballast.....	.....
	1	Sunderland.....	1	Sold.....	1	560 tons coal.....	5,752 00	1	Sold; took Spanish flag.....	.....
	4	.....	4	.....	4	.....	17,172 00	4		9,150 00
Quarter ended June 30, 1863.‡	2	New York.....	1	Castel-a-Mare...	1	351 tons logwood, 25 cases sarsaparilla.	7,500 00	1	Ballast.....	.....
			1	Almeria.....	1	94,800 staves.....	14,000 00	1	....do.....	.....
	1	New Orleans....	1	Cadiz.....	1	140,000 staves.....	21,000 00	1	....do.....	.....
	1	Boston.....	1	In port.....	1	226½ tons logwood.....	4,530 00	1	In port.....	.....
	4	.....	4	.....	4	.....	47,030 00	4	.....	.....
Quarter ended September 30, 1863.§	1	In port.....	1	Palermo.....	1	Before reported.....	.....	1	Ballast.....	.....
	5	New York.....	3	Messina.....	3	195,700 staves.....	24,288 50	3	....do.....	.....

			1	Castle la Mare	1	151 tons logwood, 25 cases sarsaparilla.	7,500 00	1	....do	
			1	Almeria	1	94,800 staves	14,000 00	1	....do	
	2	Boston	1	Palermo	1	226½ tons logwood	4,530 00	1	....do	
			1	Malaga	1	252 tons logwood	3,780 00	1	....do	
	2	New Orleans	1	Palermo	1	63,000 staves	5,000 00	1	....do	
			1	Cadiz	1	140,000 staves	21,000 00	1	....do	
	2	New Castle	2	Cette	1	Cargo not discharged		1	Inward cargo	
					1	404 tons coal	4,848 00	1	White and red wines	9,150 00
	1	Callao	1	Rangoon	1	1,700 tons guano	76,500 00	1	Ballast	
	1	Baltimore	1	In port	1	1,669¾ tons guano	100,180 00	1	In port	
	1	Sunderland	1	Sold	1	318 tons coal, 242 tons coke	5,752 00	1	Took Spanish flag	
	15		15		15		267,378 50	15		9,150 00
TARRAGONA.										
(Barcelona consulate.)										
J. A. Little.										
Quarter ended December 31, 1862.‖	3	New York	1	Alicante	1	57,000 staves	9,120 00	1	Wine, nuts, and corks	15,898 00
			1	New York	1	45,800 staves	6,705 00	1	152 bags almonds	912 00
			1	Palermo	1	92,840 staves	13,760 00	1	Ballast	
	3		3		3		29,585 00	3		16,810 00
Two quarters from Jan. 1 to June 30, 1863.¶	2	New York	1	Cadiz	1	52,400 pipe & 40,000 hhd. staves	11,900 00	1	Ballast	
			1	Not stated	1	14,500 hhd. & 72,000 pipe staves	12,250 00	1	....do	
	1	New Orleans	1	Messina	1	30,000 pipe staves	4,500 00	1	....do	
	1	Newport, Eng.	1	Not stated	1	628 tons railroad iron, 70 tons coal	75,700 00	1	....do	
	4		4		4		104,350 00	4		
Quarter ended September 30, 1863.**	6	New York	2	New York	2	102,800 staves	15,825 00	2	Wine, nuts, and corks	16,810 00
			1	Palermo	1	92,000 staves	13,760 00	1	Ballast	
			1	Cadiz	1	93,240 staves	11,900 00	1	....do	
			1	Adra	1	86,500 staves	12,250 00	1	....do	
			1	In port	1	45,000 staves	5,330 00	1	In port	
	2	Newport, Eng.	1	Mulva	1	628 tons railroad iron, 70 tons coal	75,700 00	1	Ballast	
			1	In port	1	400 tons coal	4,000 00	1	In port	
	1	New Orleans	1	Messina	1	30,000 staves	4,500 00	1	Ballast	
	9		9		9		143,265 00	9		16,810 00

* Entered: 1 ship, 1 schooner, 1 bark, and 1 in port. Cleared: 1 bark, 1 ship, 1 schooner, and 1 in port. Aggregate tonnage entered, 1,629 27-95.
† Entered: 1 ship, 1 bark, 1 schooner, and 1 in port. Cleared: 2 barks, 1 schooner—3, 1 sold. Aggregate tonnage entered, 1,189 39-95.
‡ Entered: 3 barks, 1 ship—4. Cleared: 2 barks, 1 ship, and 1 in port—4. Aggregate tonnage entered, 1,674 10-95.
§ Entered: 5 ships, 6 barks, 1 brig, 2 schooners—14, and 1 in port. Cleared: 3 ships, 7 barks, 1 brig, 2 schooners—13, 1 sold, and 1 in port. Agg'te tonnage entered, 6,919 32-95.
‖ Entered and cleared: 1 bark, 1 brig, 1 schooner—3. Aggregate tonnage entered, 1,018. ¶ Entered and cleared: 4 barks. Aggregate tonnage entered, 1,567 88-95.
** Entered: 5 barks, 2 brigs, 2 schooners—9. Cleared: 5 barks, 1 brig, 1 schooner—7 and 2 in port. Aggregate tonnage entered, 3,202 57-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
HAVANA.										
R. W. Shufeldt.										
Quarter ended December 13, 1862.*	12	In port	1	Vera Cruz	1			1	General cargo	
			4	New York	4			4	1,251 boxes, 119 hhds. sugar; sugar, quantity not given.	
			1	Jibara	1			1	809 boxes sugar	
			1	Portland	1	Before reported		1	Ballast	
			1	Bristol	1			1	Molasses	
			1	Boston	1			1	900 boxes sugar	
			2	Sold	2			2	Sold	
			1	Key West	1			1	Ballast	
	14	New Orleans	1	Truxillo	1	Staves		1	do	
			9	New York	1	Staves		2	460 bbls. sugar, tobacco	
					5	Mails and passengers		5	Mails and passengers	
					3	Ballast		2	Ballast	
			2	Sold	2	Lumber		2	Sold	
			2	New Orleans	2	do		2	Gen'l cargo, coffee, wines, &c.	
	41	Key West	28	Key West	26	Live fish		2	Fruit, tobacco, and cigars	
					2	Ballast		26	Ballast	
			1	New London	1	do		1	do	
			11	Sold	11	do		11	Sold	
			1	New Orleans	1	do		1	General cargo	
	7	Newport	3	Cardenas	3	Produce		2	Ballast	
								1	Sugar and honey	
			1	Newport	1	Potatoes and onions		1	Sugars	
			3	In port	3	Produce		3	In port	
	45	New York	19	New York	13	General cargo, nails, lumber, hay, &c.		11	4,338 boxes and 26 hhds. sugar, wool, tobacco, fruit, cigars.	
					6	Mails and passengers		3	Mails and passengers	
								5	Ballast	
			6	New Orleans	4	General cargo, nails, &c.		3	General cargo, nails, &c.	
					2	Mails and passengers		2	Mails and passengers	
								1	Ballast	
			1	Portland	1	General cargo		2	do	

		2	Vera Cruz	2	....do		2	....do	
		1	Boston	1	....do		1	General cargo	
		16	In port	15	General cargo, potatoes, onions		16	In port	
				1	Mails, &c				
11	Boston	4	New York	4	Ice, box shooks, apples, lumber, and beans.		3	590 boxes and 53 hhds. sugar	
							1	Ballast	
		2	Boston	2	General cargo		2	1,385 boxes sugar	
		1	Philadelphia	1	Lumber and shooks		1	Ballast	
		4	In port	4	General cargo, ice, potatoes, apples, onions.		4	In port	
2	Bristol	1	Mariel	1	General cargo		1	Ballast	
		1	In port	1	Produce		1	In port	
1	Nova Scotia	1	Port Medway	1	Lumber		1	Ballast	
6	Bangor	1	New York	1	....do		1	788 boxes and 2 hhds. sugar	
		3	In port	3	....do		3	In port	
		1	New Orleans	1	Lumber and shooks		1	Ballast	
		1	Port Mantan	1	Lumber		1	....do	
32	Portland	1	Cardenas	1	....do		1	....do	
		10	Portland	10	Lumber, cooperage, box shooks, apples, hoops.		4	General cargo, 209 boxes and 49 hhds. sugar.	
							6	Ballast	
		2	Philadelphia	2	Lumber and box shooks		1	....do	
							1	General cargo	
		2	Boston	2	Lumber, shooks, apples, potatoes		2	2,188 boxes sugar	
		2	Matanzas	2	Lumber and shooks		1	Lumber and shooks	
							1	Ballast	
		1	New Orleans	1	Box shooks		1	....do	
		2	New York	2	....do		2	687 boxes and 57 hhds. sugar	
		1	Nuevitas	1	Lumber and box shooks		1	Ballast	
		1	Sierra Moreno	1	Lumber and shooks		1	....do	
		1	Baltimore	1	Shooks		1	1,000 boxes sugar	
		9	In port	9	Lumber, box, and hhd. shooks		9	In port	
10	Philadelphia	1	Vera Cruz	1	General cargo		1	350 tons coal	
		2	Philadelphia	2	....do		2	275 boxes sugar, iron, & cigars	
		1	Sagua	1	....do		1	Ballast	
		1	New York	1	....do		1	Brandy and sugar	
		2	Sold	2	Lumber, shooks, potatoes, apples		2	Sold	
		2	In port	2	General cargo and lumber		2	In port	
		1	Minatitlan	1	Ballast		1	Ballast	
2	Baltimore	1	Tabasco	1	Lumber and shooks		1	General cargo	
				1	Lumber		1	Ballast	
1	Mariel	1	Bristol	1	Molasses		1	Molasses	
1	Apalachee	1	Key West	1	Cotton		1	Sold	
1	Greytown	1	New York	1	Ballast		1	Ballast	
1	Machias	1	....do	1	Lumber		1	....do	
2	Bath	1	Sagua	1	....do		1	....do	
		1	In port	1	Box shooks		1	In port	
2	Port Medway	2	Matanzas	2	Lumber		1	Lumber	
							1	Ballast	

* Entered: 22 steamers, 3 ships, 30 barks, 60 brigs, 74 sloops and schooners—189, and 12 in port. Cleared: 21 steamers, 1 ship, 18 barks, 42 brigs, 72 sloops and schooners—154, and 47 in port. Aggregate tonnage entered, 59,933.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
HAVANA.										
R. W. Shufeldt.										
Quarter ended December 31, 1862—Continued.	1	Matanzas	1	Boston	1	Ballast		1	Sugar and molasses	
	3	Ellsworth	3	In port	3	Box shooks		3	In port	
	1	Frankfort	1	....do	1	Lumber		1	....do	
	1	Cardenas	1	New York	1	Ballast		1	1,101 boxes sugar	
	2	Cardiff	2	In port	2	Coal		2	In port	
	1	Bremen	1	....do	1	General cargo		1	....do	
	1	Guilford	1	Sold	1	Ballast		1	Sold	
	201		201		201			201		
Quarter ended March 31, 1863.	47	In port	14	New York	47	Before reported		6	2,471 boxes and 225 hds. sugar, 400,000 oranges, mails and passengers.	$85,197 50
								8	Ballast	
			2	Portland				1	Molasses	6,067 92
								1	Ballast	
			1	Baltimore				1	289 hhds., 30 tierces, and 3 bbls. molasses.	6,361 09
			2	Philadelphia				2	Ballast	
			1	Boston				1	....do	
			2	Vera Cruz				2	Coal	4,850 00
			9	Sagua				1	76 bbls. and tierces honey	3,023 28
								8	Ballast	
			5	Matanzas				5	....do	
			5	Cardenas				5	....do	
			3	Remedios				3	....do	
			1	Sierra Morena				1	....do	
			2	Sold				2	Sold	
	12	New Orleans	7	New York	11	General cargoes, lumber, tar, turpentine, oranges, mails and passengers.	$35,076 00	6	136 bales gunny-bags, coffee, mails and passengers.	7,383 01
			1	Sold						
			1	Sagua				4	Ballast	
			1	Remedios				1	In port	
			1	In port	1	Ballast		1	Sold	

		1	New Orleans						
4	Boston	1	Trinidad	4	General cargoes, box and hhd. shooks, ice, &c.	19,356 00	3	Ballast	
		1	New York				1	In port	
		1	Sagua						
		1	In port						
39	New York	1	Nuevitas	38	General cargo, mails, passengers, hay, coal, potatoes, hhd. shooks, cheese, corn, cooperage, onions.	337,674 00	21	223 hhds. and 637 boxes of sugar, 2 boxes cheese, 587 hhds., 12 tierces, and 24 bbls. molasses, 350,000 oranges, 70 tons old iron, hay, coal, mails and passengers.	228,756 65
		1	Matanzas						
		12	New Orleans						
		6	Sagua						
		8	New York						
		2	Remedios						
		3	Cardenas	1	Ballast		14	Ballast	
		1	Ciunto				4	In port	
		1	Vera Cruz						
		4	In port						
1	Loneton	1	New York	1	Ballast		1	Ballast	
39	Portland	4	Sierra Morena	39	General cargo, box and hhd. shooks, lumber, cooperage, spars, provisions.	139,232 00	2	50 hhds. molasses, 341 hhds. and 1,095 boxes sugar, box and hhd. shooks.	38,184 08
		12	Cardenas				30	Ballast	
		4	Sagua				7	In port	
		7	Matamoras						
		2	Portland						
		1	Philadelphia						
		1	New York						
		7	In port						
58	Key West	25	Key West	23	Live fish, 1,300 quintals salt fish, provisions.	6,684 00	9	24 boxes sugar, 10,000 oranges, fruit, gen. cargo, passengers.	8,924 18
		20	Sold						
		1	Philadelphia						
		1	New Orleans	35	Ballast		20	Sold	
		11	In port				18	Ballast	
							11	In port	
1	Bangor	1	Sagua	1	6,700 box shooks	5,025 00	1	Ballast	
2	Machias	1	Cardenas						
		1	Sagua	2	Lumber	5,631 00	2	Ballast	
1	Cardiff	1	Cardenas	1	Coal	3,210 00	1	....do	
1	Port Mantan	1	Baltimore	1	Copper ore	12,503 37	1	Copper ore	12,503 37
3	Baltimore	2	Cardenas	3	General cargo and cooperage	9,440 00	1	68 hhds. molasses	1,296 50
		1	In port				1	Ballast	
							1	In port	
3	Belfast	2	Cardenas	3	Box shooks, lumber, and potatoes.	8,220 00	2	75 boxes sugar, potatoes, shooks, lumber.	1,444 06
		1	Baltimore				1	Ballast	
6	Philadelphia	3	Philadelphia	6	General cargo	40,027 00	2	425 hds. sugar, 50 hds. molasses.	7,683 00
		1	Cardenas				2	Ballast	
		2	In port				2	In port	
1	Orland	1	Baltimore	1	Lumber	2,640 00	1	680 boxes sugar	19,394 96
3	Liverpool	1	Sagua	3	Coal	5,499 50	1	Ballast	
		2	In port				2	In port	
1	Searsport	1	Cardenas	1	3,000 box shooks	2,750 00	1	Ballast	
1	Ellsworth	1	Vera Cruz	1	Box shooks	2,125 00	1	Coal	2,700 00
1	Cardenas	1	Sold	1	Ballast		1	Sold	

* Entered: 21 steamers, 8 ships, 31 barks, 43 brigs, 89 schooners and sloops—192, and 47 in port. Cleared: 22 steamers, 8 ships, 37 barks, 59 brigs, 81 schooners and sloops, 23 sold—230, and 9 in port. Aggregate tonnage entered, 60,128.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
HAVANA.										
R. W. Shufeldt.										
Quarter ended March 31, 1863—Cont'd.	2	Bath	2	Sagua	2	Shooks and lumber	$10,515 00	2	Ballast	
	2	Bucksport	1	Baltimore						
			1	New York	2	Lumber and herring	6,520 00	2	317 hhds. and 800 boxes sugar.	$33,102 08
	1	Troon	1	In port	1	Coal	2,170 00	1	In port	
	1	Tabasco	1	New York	1	Logwood and hides	1,780 00	1	100 hhds. and 400 boxes sugar.	10,475 21
	1	Pensacola	1	Philadelphia	1	Timber	3,450 00	1	Ballast	
	2	Bristol	1	Sagua	2	General cargo, hoops, onions, and potatoes.	8,140 00	1	....do	
			1	In port				1	In port	
	1	Campeachy	1	Sold	1	Lumber	870 00	1	Sold	
	1	Vera Cruz	1	New York	1	Ballast		1	Ballast	
	1	Matanzas	1	Portland	1	Box and hhd. shooks	2,380 00	1	150 hhds. molasses	3,171 88
	1	Cimeta	1	New York	1	50 hhds. rum	1,200 00	1	Ballast	
	1	Cadiz	1	In port	1	Salt	2,980 00	1	In port	
	1	Newport	1	Sagua	1	General cargo	6,871 00	1	Sugar and molasses	1,553 50
	239		239		239		681,968 87	239		482,072 27
Quarter ended June 30, 1863.[a]	32	In port and sold	13	In port	32	Before reported		13	In port	
			4	Sold				4	Sold	
			2	Cienfuegos				2	Ballast	
			1	Portland				1	Sugar and molasses	13,403 18
			1	Baltimore				1	1,428 boxes sugar	20,468 02
			1	Trinidad				1	Ballast	
			2	Philadelphia				2	235 hhds. and 316 boxes sugar.	23,738 47
			5	Sagua				5	Ballast	
			2	Cardenas				2	....do	
			1	Sierra Morena				1	....do	
	1	Pensacola	1	Boston	1	Ballast		1	....do	
	22	Key West	18	Key West	13	26,900 lbs. live fish	2,684 00	4	Fruit and sundries	424 19
			4	Sold	1	Passengers		14	Ballast	
					8	Ballast		4	Sold	

	1	Belfast	1	Cardenas	1	Lumber and box shooks	2,686 00	1	Ballast	
	2	Newport	1	Remedios	1	Hoops, potatoes, nails	1,367 00	2	....do	
			1	Sagua	1	320 tons coal	640 00			
	10	New Orleans	8	New York	1	General cargo	1,876 00	2	191,500 cigars	5,067 77
			1	Nassau	7	Mails and passengers		5	Mails and passengers	
			1	In port	2	Ballast		2	Ballast	
								1	In port	
	7	Boston	2	Remedios	7	799 box shooks, 371,248 ft. lumber, 860 tons ice, 500 bbls. potatoes, 244 bbls. and hhds.	18,712 26	5	Ballast	
			3	Sagua				2	In port	
			2	In port						
	15	New York	1	Aspinwall	15	135 tons coal, 1,000 bbls. potatoes, 150 hhd. shooks, 190,000 feet lumber, general cargoes, mails and passengers.	289,134 00	12	947 boxes sugar, cigars, general cargoes, mails and passengers.	260,231 64
			3	New Orleans						
			8	New York						
			1	Nuevitas		1 Sold		1	Sold	
			1	Sold		1 Ballast		1	Ballast	
			1	In port		1 In port		1	In port	
	5	Baltimore	1	Spanish Main	5	General cargoes	68,470 00	1	Ballast	
			4	In port				4	In port	
	4	Philadelphia	1	Philadelphia	4	General cargoes	42,376 37	1	General cargo	6,114 00
			3	In port				3	In port	
	1	Minatitlan	1	In port	1	Ballast		1	....do	
	17	Portland	3	Sierra Morena	17	17,114 box shooks, 281,635 feet lumber, 12 drums codfish.	73,297 56	2	100 hhds. molasses, sugar	10,329 06
			4	Sagua				13	Ballast	
			1	Remedios				2	In port	
			5	Cardenas						
			1	Nuevitas						
			1	Matanzas						
			2	In port						
	1	Vera Cruz	1	New York	1	Ballast		1	Ballast	
	1	Winterport	1	Mariel	1	Lumber	1,600 00	1	....do	
	1	Matamoras	1	Matamoras	1	214 bales cotton	42,800 00	1	General cargo	45,720 00
	1	Wilmington	1	Nuevitas	1	54,500 feet lumber	1,393 75	1	Ballast	
	1	Mariel	1	Bangor	1	204 hhds. and 20 tierces molasses	4,239 25	1	Inward cargo	4,239 25
	1	Wiscasset	1	In port	1	8,500 box shooks	4,862 00	1	In port	
	1	Cienfuegos	1	In port	1	200,000 shingl's, 205,000 ft. lumb'r	6,185 75	1	....do	
	1	Hull	1	In port	1	850 tons coal	1,700 00	1	....do	
T. Savage.	125		125		125		564,023 94	125		389,735 58
Quarter ended September 30, 1863.†	10	In port	5	New York	10	Before reported		5	Sugar, molasses, and cotton	140,850 06
			3	Cuba				3	Ballast	
			1	Philadelphia				1	....do	
			1	In port				1	In port	
	17	New York	13	New York	13	General cargo	583,290 00	13	Sugar, cigars, and cotton	571,339 73
			1	Sagua	1	.....do	1,870 00	1	Ballast	
			3	In port	3	.....do	106,000 00	3	In port	

* Entered: 29 schooners, 11 brigs, 22 steamers, 13 sloops, 17 barks, 1 ship—93, and 32 in port. Cleared: 17 schooners, 6 brigs, 9 barks, 12 sloops, 21 steamers, 30 class not given—95, and 30 in port. Aggregate tonnage entered, 40,874

† Entered: 13 steamers, 13 brigs, 11 barks, 25 schooners and sloops—62, and 10 in port. Cleared: 12 steamers, 12 brigs, 9 barks, 20 schooners and sloops—53, and 9 in port. Aggregate tonnage entered, 27,745.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
HAVANA.										
T. Savage.										
Quarter ended September 30, 1863—Cont'd.	6	Portland	1	Sagua	6	Lumber, &c	$10,816 75	2	Ballast	
			1	Nuevitas				4	Sugar and molasses	$74,506 34
			1	Cardenas						
			1	Sierra Morena						
			1	New York						
			1	Portland						
	2	Baltimore	1	Baltimore	1	General cargo	10,000 00	1	Fruit	1,821 94
			1	In port	1	Coal and lumber	1,595 00	1	In port	
	5	Boston	3	Boston	3	Ice, lard, &c	7,522 50	3	Sugar	100,412 51
			1	Sierra Morena	2	Lumber, &c	5,350 00	2	Ballast	
			1	Cardenas						
	4	Philadelphia	1	Mariel	4	Lumber, general cargo, &c	108,766 28	2	....do	
			2	Sagua				1	Sugar and tobacco	9,324 16
			1	Cardenas				1	Part of inward cargo	
	1	Searsport	1	Remedios	1	Lumber	1,223 95	1	Sugar	2,228 69
	3	New Orleans	1	In port	1	....do	1,082 50	1	In port	
			1	New Orleans	1	General cargo	2,000 00	1	Sugar, cigars, dry goods	6,846 98
			1	New York	1	Mails and passengers		1	Mails and passengers	
	1	Greytown	1	New York	1	Ballast		1	Ballast	
	1	Newport	1	In port	1	Potatoes, onions, &c	4,489 00	1	In port	
	1	Bristol	1	In port	1	.....do.....do	2,485 00	1	....do	
	16	Key West	11	Key West	4	Live fish	930 00	4	Ballast	
			1	Vera Cruz	2	Lumber and salt	2,415 00	7	Fruit and vegetables, &c	2,631 00
			1	Sold	10	Ballast		1	Sold; took Spanish flag	
								1	Merchandise	33 12
			3	In port				3	In port	
	1	Matamoras	1	New York	1	Cotton	32,000 00	1	Sugar	5,175 48
	1	Sagua	1	Portland	1	Lumber	2,548 00	1	....do	16,590 00
	1	Cardenas	1	New York	1	Ballast		1	....do	20,006 94
	1	Mariel	1	New York	1	Molasses	7,803 18	1	Inward cargo	7,803 18
	1	Mantua	1	Baltimore	1	Copper ore	12,635 12	1	....do	12,635 12
	72		72		72		904,822 28	72		972,205 23

S. H. Chandler.										
Quarter ended December 31, 1862.*	2	In port	1	New York	1	Before reported		1	Molasses	
			1	Boston	1	....do		1	....do	
	10	New York	3	New York	3	General cargo, cooperage		3	Ballast	
			2	Portland	2	....do		2	....do	
			1	New Orleans	1	....do		1	....do	
			1	Tasa	1	Assorted cargo		1		
			3	In port	8	As'rt'd and gen'l cargo, coop'rage		3	In port	
	33	Portland	4	New York	4	Lumber, cooperage, box shooks, hoops.		2	Sugar	
								2		
			15	Portland	15	Lumber, cooperage, box shooks, apples, general cargo.		7	Ballast	
								4	Sugar, molasses	
								4		
			2	Boston	2	Lumber and cooperage		1	Sugar, molasses	
								1		
			1	Not stated	1	Cooperage		1	Ballast	
			2	New Orleans	2	Cooperage, box shooks		2	....do	
			1	Philadelphia	1	Box shooks		1		
			8	In port	8	Assort'd and gen'l cargo, lumber, box shooks, apples, potatoes.		8	In port	
	3	Frankfort	1	Portland	1	Lumber		1	Ballast	
			2	In port	2	Lumber, shooks, nest casks		2	In port	
	2	Baltimore	2	Baltimore	2	Cooperage		1	Ballast	
								1	Oranges	
	8	Boston	2	Portland	2	General cargo		1	Sugar and molasses	
								1	In port	
			3	Boston	3	General cargo, cooperage		2	Sugar and molasses	
								1		
			1	Havana	1	Lumber		1	Ballast	
			1	New York	1	Box shooks		1	In port	
			1	In port	1	General cargo		1	....do	
	4	Philadelphia	3	Philadelphia	3	General cargo, cooperage		2	Sugar and molasses	
								1	In port	
			1	New York	1	Cooperage		1	Sugar	
	2	Bangor	1	Philadelphia	1	Lumber		1	Ballast	
			1	In port	1	Box shooks		1	In port	
	1	Fall River	1	Fall River	1	General cargo		1	Sugar	
	2	New Orleans	1	Philadelphia	1	Ballast		1	Ballast	
			1	New York	1	Merchandise		1	Merchandise	
	1	Searsport	1	In port	1	Box shooks		1	In port	
	4	Havana	1	Philadelphia	1	Sugar for Philadelphia		1		
			1	Baltimore	1	Ballast		1	In port	
			1	In port	1	Lumber		1	....do	
			1	Holmes's Hole	1	Ballast		1	....do	
	1	Gardiner	1	Baltimore	1	Box shooks		1	....do	
	1	Ellsworth	1	New York	1	....do		1		
	74		74		74			74		

* Entered: 36 brigs, 21 schooners, 14 barks, 1 steamer—72, and 2 in port. Cleared: 24 brigs, 14 schooners, 8 barks, 1 steamer—47, and 27 in port. Aggregate tonnage ent'd, 18,277 2-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
MATANZAS.										
S. H. Chandler.										
Quarter ended March 31, 1863.	.....	No report	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended June 30, 1863.*	20	In port.....	7	New York.....	20	Before reported.....	.....	7	1,870 hhds. and 245 bxs. sugar, 2,053 hhds. and 162 tierces molasses.	$180,747 98
			1	Boston				1	480 hhds. and 58 tcs. molasses.	8,555 56
			6	Portland				6	2,591 hhds., 440 tierces, and 5 bbls. molasses.	48,004 84
			1	River Clyde.....				1	2,155 hhds. molasses.....	34,060 80
			1	Sagua La Grande				1	80 boxes sugar.....	1,393 31
			2	Philadelphia.....				2	66 hhds. and 10 bxs. sugar, 718 hhds. and 71 tcs. molasses.	19,646 69
			1	Cardenas.....				1	Ballast.....	.....
			1	Remedios.....				1	....do.....	.....
	2	Vera Cruz.....	1	Philadelphia.....	1	Ballast.....	.....	1	284 hhds. and 31 tcs. molasses.	5,193 43
			1	Remedios	1	....do.....	.....	1	Ballast.....	.....
	28	Portland	3	Philadelphia.....	3	Cooperage and shooks.....	$17,082 00	3	768 hhds. and 266 bxs. sugar, 863 hhds. and 25 tcs. molasses.	51,089 88
			7	New York.....	7	Cooperage, shooks, lumber.....	38,260 00	7	957 hhds. and 91 boxes sugar, 1,791 hhds., 215 tierces, and 104 bbls. molasses.	99,317 96
			11	Portland.....	11	Cooperage, gen'ral cargo, shooks	60,786 00	11	70 hhds. sugar, 4,293 hhds., 510 tcs., and 40 bbls. molasses.	83,632 32
			1	Holmes's Hole ...	1	Cooperage.....	6,000 00	1	378 hhds. and 200 bxs. sugar.	23,515 56
			2	Cardenas.....	2	Cooperage and general cargo...	12,001 00	2	Ballast.....	.....
			1	Nuevitas	1	Cooperage.....	5,000 00	1	....do.....	.....
			1	Boston	1	Lumber.....	7,500 00	1	425 hhds. and 166 bxs. sugar..	24,247 81
			2	In port.....	2	Lumber and cooperage.....	11,800 00	2	In port.....	.....
	11	New York.....	1	Portland.....	1	General cargo	6,000 00	1	427 hhds. and 44 tcs. molasses.	7,090 63
			6	New York.....	5	Cooperage, general cargo.....	26,750 00	6	1,335 hhds. and 133 bxs. sugar, 2533 hhds., 30 tierces, and 45	86,819 12
					1	Ballast.....	.....			

										bbls. molasses, 13,577 doz. pineapples, 197 bbls. and 12 tierces honey.	
			4	In port	4	Lumber, cooperage	28,400 00	4	In port		
	1	Pensacola	1	Boston	1	Cooperage	3,300 00	1	746 hhds. and 80 tcs. molasses.	14,601 31	
	1	Belfast	1	Remedios	1	Ballast		1	Ballast		
	1	Grand Canarias	1	New York	1	....do		1	490 hhds. molasses	8,225 44	
	12	Philadelphia	1	....do	1	General cargo, furniture	6,000 00	1	4,000 doz. pineapples	820 00	
			10	Philadelphia	10	General cargo, cooperage	68,029 00	10	852 hhds., 185 bxs. sugar, 2,570 hhds. and 131 tcs. molasses.	105,991 43	
			1	In port	1	Machinery	75,000 00	1	In port		
	2	Providence	1	Philadelphia	1	Hoops	5,225 00	1	314 hhds. and 35 tcs. molasses.	5,923 19	
			1	Cardenas	1	General cargo	6,200 00	1	35 hhds. molasses	737 09	
	1	Wiscasset	1	Philadelphia	1	Lumber	2,950 00	1	275 hhds. molasses	4,778 19	
	5	Boston	2	Boston	2	General cargo	8,535 00	2	193 bxs. sugar, 420 hhds. and 51 tcs. molasses.	14,070 93	
			1	Lima, Holmes's Hole,	1	Shooks and casks	5,000 00	1	252 hhds. and 32 tcs. molasses.	4,682 81	
			1	New York	1	Shooks	5,530 00	1	374 hhds. and 41 tcs. molasses.	6,347 06	
			1	Philadelphia	1	....do	4,750 00	1	295 hhds., 34 tcs., and 54 bbls. molasses.	6,870 13	
	1	Tortugas	1	Sagua La Grande	1	Ballast		1	Ballast		
	2	Baltimore	1	Baltimore	1	Cooperage	7,000 00	1	167 hhds. and 48 bxs. sugar, 50 hhds. molasses.	10,468 06	
			1	In port	1	....do	7,800 00	1	In port		
	1	Gardiner, Me.	1	New York	1	Shooks and lumber	4,900 00	1	360 hhds. and 110 bxs. sugar	22,316 87	
	1	Bristol, R. I.	1	Bristol	1	Cooperage	3,900 00	1	194 hhds., 4 tcs., and 6 bbls. molasses.	4,266 84	
	4	Key West	3	Portland	3	Ballast		3	1,274 hhds. and 105 tcs. molasses.	23,397 50	
			1	New York	1	....do		1	404 hhds. and 50 tcs. molasses.	8,533 75	
	1	Sierra Morena	1	Portland	1	Molasses in transit		1	372 hhds., 25 tcs., and 2 bbls. molasses.	7,464 00	
	1	Havana	1	....do	1	Ballast		1	356 hhds. and 60 bxs. sugar	19,969 87	
	1	New Orleans	1	Sagua La Grande	1	....do		1	Ballast		
	96		96		96		433,898 00	96			942,780 36
Quarter ended September 30, 1863.†	8	In port	2	Philadelphia	8	Before reported		2	526 hhds. and 66 tcs. molasses, 494 hhds. and 52 bxs. sugar.	41,222 94	
			3	New York				3	200 hhds. melado, 850 hhds. and 544 bbls. sugar, 394 hhds., 16 bbls., and 35 tierces molasses, tobacco, and cigars.	68,832 05	
			1	Boston				1	842 bxs. sugar, 40 hhds. molasses.	17,471 24	
			1	Baltimore				1	195 hhds. and 40 bxs. sugar, 23 hhds. molasses.	11,676 38	
			1	Cardenas				1	Ballast		

* Entered: 1 ship, 18 barks, 41 brigs, 16 schooners—76, and 20 in port. Cleared: 2 ships, 19 barks, 48 brigs, 19 schooners—88, and 8 in port. Aggregate tonnage entered, 20,380 34-95.
† Entered: 9 barks, 16 brigs, 6 schooners, 1 steamer—32, and 8 in port. Cleared: 8 barks, 17 brigs, 5 schooners—30, 2 sold, and 8 in port. Aggregate tonnage entered, 8,232 85-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
MATANZAS.										
S. H. Chandler.										
Quarter ended September 30, 1863—Cont'd.	1	New York	1	Nuevitas	1	Cooperage, &c.	$8,300 00	1	Ballast	
	7	Philadelphia	1	New York	1	General cargo	9,200 00	1	364 hhds. and 106 bxs. sugar	$22,104 09
			1	Philadelphia	1	....do	8,295 00	1	280 hhds. and 21 bxs. sugar, 37 hhds. and 6 tcs. molasses.	18,885 12
			1	Gibara and New York.	1	Lumber and hoops	4,200 00	1	60 hhds. molasses	1,400 00
			1	Boston	1	General cargo	9,000 00	1	1,600 boxes sugar	35,378 22
			3	In port	3	General cargo, lumber, and machinery.	31,850 00	3	In port	
	8	Portland	2	Portland	2	Lumber and cooperage	16,085 00	2	676 hhds. sugar, 334 hhds., 30 tierces, and 20 bbls. sugar, 65,000 cigars,	30,224 34
			1	Philadelphia	1	Lumber	3,900 00	1	99 hhds. molasses	1,974 19
			1	Sagua La Grande	1	....do	8,100 00	1	Ballast	
			1	Boston	1	....do	7,250 00	1	493 hhds. and 75 tcs. molasses	10,658 56
			1	New York	1	....do	7,700 00	1	435 hhds., 55 tcs. molasses, 106 hhds. sugar, 3 cases jelly.	15,571 55
			2	In port	2	Lumber and general cargo	14,400 00	2	In port	
	2	New Orleans	1	New York	1	Lumber in transitu		1	Lumber in transitu	
			1	Philadelphia	1	Ballast		1	Ballast	
	1	Baltimore	1	Remedios	1	General cargo	8,900 00	1	....do	
	2	Bucksport	1	New York	1	Lumber	5,600 00	1	200 hhds. sugar	10,238 44
			1	Boston	1	....do	6,775 00	1	1,495 boxes sugar	34,856 88
	5	Bangor	2	Nuevitas	2	....do	7,685 00	2	Ballast	
			1	Baltimore	1	....do	7,280 00	1	1,600 boxes sugar, 30 hhds. molasses.	32,078 86
			2	In port	2	....do	12,600 00	2	In port	
	1	Key West	1	Sold	1	Ballast		1	Took Spanish flag	
	3	Boston	1	Boston	1	General cargo	7,550 00	1	412 hhds., 33 tcs., and 14 bbls. molasses, 25 bxs. sugar.	10,125 06
			1	New York	1	Lumber and cooperage	4,280 00	1	79 hhds. and 408 bxs. sugar, 30 hhds. molasses.	11,897 44

			1	Sold	1	General cargo	6,350 00	1	Sold	
	1	Aspinwall	1	Nuevitas	1	Ballast		1	Ballast	
	1	Bristol	1	In port	1	General cargo	3,750 00	1	In port	
	40		40		40		199,050 00	40		374,595 36
SAN JUAN DE LOS REMEDIOS.										
J. Stone.										
Quarter ended December 31, 1862.*	1	Havana	1	Boston	1	Ballast		1	100 pipes rum, 23 hhds. sugar, 154 hhds. molasses.	6,906 00
	2	Boston	1	....do	1	Shooks		1	188 hhds. molasses, 48 hhds. and 15 bbls. sugar.	7,723 00
			1	In port	1	....do		1	In port	
	2	New York	2	New York	2	....do		1	118 hhds. and 4 tierces sugar	7,849 00
								1	Ballast	
	1	Turtle Harbor	1	To sea	1	Coal		1	Inward cargo	
	6		6		6			6		22,478 00
Quarter ended March 31, 1863.†	1	New York	1	New York	1	Shooks	5,520 00	1	242 hhds., 20 tierces sugar, 48 hhds. molasses.	14,204 00
	2	Boston	2	Boston	2	Shooks and assorted mdse	14,419 00	2	611 hhds., 70 bbls. sugar, 20 bbls. honey.	34,387 00
	1	Machias	1	New York	1	Lumber	2,400 00	1	75 hhds., 5 tierces sugar, 19 tierces honey and molasses.	8,264 00
	1	Cardenas	1	....do	1	Ballast		1	172 hhds., 20 tcs. sugar, 63 hhds., 8 tcs. molasses, 700 lbs. wax.	10,782 00
	5	Havana	3	Boston	3	....do		3	1,812 hhds., 10 tierces, 24 bbls. sugar, 127 hhds. molasses, 2 tierces and 9 bbls. honey.	94,423 00
			2	New York	2	....do		2	425 hhds. sugar, 388 hhds. and 40 tierces molasses.	43,603 00
	1	Philadelphia	1	Boston	1	Assorted merchandise	8,758 00	1	225 hhds. and 50 bbls. sugar	12,199 00
	4	Portland	2	....do	2	Shooks	10,920 00	2	427 hhds., 50 bbls., 7 tierces molasses.	9,449 00
			2	New York	2	....do	11,011 00	2	274 hhds., 30 bbls. sugar, 383 hhds. molasses.	21,527 00
	4	Matanzas	1	....do	1	Ballast		1	403 hhds., 39 bbls. sugar, and 59 bbls. molasses.	21,779 00
			1	San Francisco	1	....do		1	718 hhds. and 350 bbls. sugar	42,963 00
			1	Boston	1	....do		1	840 hhds., 6 tierces, 40 bbls. sugar, 39 hhds. molasses, 25 tierces honey.	44,444 00
			1	Philadelphia	1	....do		1	360 hhds. 20 tierces molasses	6,558 00
	19		19		19		53,128 00	19		364,582 00
3d and 4th quarters		No report								

* Entered: 1 bark, 4 brigs, 1 schooner—6. Cleared: 1 bark, 3 brigs, 1 schooner—5, and 1 in port. Aggregate tonnage entered, 1,556.
† Entered and cleared: 6 barks, 8 brigs, 5 schooners—19. Aggregate tonnage entered, 5,361.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
NUEVITAS.										
R. Gibbs.										
Quarter ended December 31, 1862.*	5	New York	3	New York	3	Not stated		3	632 logs cedar, 91 hhds. sugar, 161 hhds. molasses, 132 logs mahogany, 14 tons fustic, 6 bales cattle hair, 2 cases old copper.	$14,086 66
			2	In port	2	Not stated		2	In port	
	1	Havana	1	do	1	Ballast		1	do	
	6		6		6			6		14,086 66
Quarter ended March 31, 1863.†	3	In port	3	Not stated	3	Before reported		3	533 hhds., 19 tierces melado, 434 hhds., 16 bbls. sugar, 160 hhds. molasses, 8 bales cattle hair, 2 — old copper, 72 hides, 90 bbls. oranges, 16 tierces honey.	47,516 59
	6	New York	6	New York	6	Not stated		6	169 hhds., 5 tierces melado, 1,291 hhds. sugar, 289 bbls. 2 tierces sugar, 613 hhds., 52 tierces molasses, 12¼ trcs. honey, 269 logs cedar, 51 logs mahogany, 12 tons fustic.	100,353 21
	1	Scotland	1	do	1	375 tons coal		1	322 hhds., 110 bbls. sugar, 80 hhds. melado, 84 hhds. molasses, 4 tierces honey.	22,014 54
	1	Cadiz	1	do	1	Ballast		1	506 hhds. sugar, 16 hhds. melado, 114 hhds. molasses.	27,644 97
	11		11		11			11		197,529 31

Quarter ended June 30, 1863.‡	4	Habana	1	New York	1	Ballast		1	566 hhds. sugar, 34 hhds. molasses, 80 hhds. melado, 48 trcs. honey, 12¼ tons fustic, 1 case old copper, 5 — hair, 127 dry hides.	38,738 81
			3	In port	3	Ballast		3	In port	
	6	New York	5	New York	4	Not stated		5	250 hhds. melado, 1,003 hhds., 2 tierces sugar, 617 hhds. and 2 tierces molasses, 49 tierces and 1 bbl. honey, 30 tons fustic.	76,594 33
					1	Ballast				
			1	In port	1	Not stated		1	In port	
	2	Cardenas	2	New York	2	Ballast		2	18 hhds. melado, 612 hhds. and 1 tierce sugar, 142 hhds. molasses, 51 logs cedar, 2 tons fustic.	41,627 22
	1	Key West	1	Baltimore	1	....do		1	541 hhds. and 98 bbls. sugar, 33 tierces honey.	30,972 78
	1	Matanzas	1	In port	1	....do		1	In port	
	14		14		14			14		187,863 14
4th quarter		No report								

SANTIAGO DE CUBA.

E. F. Wallace.

Quarter ended December 31, 1862.§	2	Boston	1	Inagua	1	Not stated		1	Not stated	
			1	St. Domingo	1	Cooperage	$20,000 00	1	....do	
	2	Baltimore	1	Baltimore	1	General cargo	30,000 00	1	Sugar	6,088 11
			1	Inagua	1	....do	25,000 00	1	Sugar and honey	1,634 83
	2	New York	2	New York	2	....do	50,000 00	2	....do	40,910 00
	1	St. Thomas	1	Manzanillo	1	Not stated		1	Not stated	
	1	Millbridge	1	Santa Cruz	1	Lumber	1,900 00	1	Ballast	
	1	Portland	1	Manzanillo	1	General cargo	6,000 00	1	....do	
	1	Kingston	1	Guantanamo	1	Not stated		1	....do	
	10		10		10		132,900 00	10		48,622 94
Quarter ended March 31, 1863.‖	3	In port	2	New York	3	Before reported		2	Sugar	20,686 00
			1	Baltimore		....do		1	Mahogany	2,581 00
	3	New York	1	Cienfuegos	1	General cargo	15,000 00	1	Ballast	
			2	New York	2	....do	10,000 00	1	....do	
								1	General cargo	23,709 00

* Entered: 3 brigs, 3 schooners—6. Cleared: 1 brig, 2 schooners—3, and 3 in port. Aggregate tonnage entered, 1,414 65-95.
† Entered: 3 barks, 5 brigs—8, and 3 in port. Cleared: 3 barks, 7 brigs, 1 schooner—11. Aggregate tonnage entered, 2,204 59-95.
‡ Entered: 3 barks, 8 brigs, 3 schooners—14. Cleared: 2 barks, 6 brigs, 1 schooner—9, and 5 in port. Aggregate tonnage entered, 4,129 80-95.
§ Entered and cleared: 1 ship, 3 barks, 5 brigs, 1 schooner—10. Aggregate tonnage entered, 2,643.
‖ Entered: 4 barks, 3 brigs, 2 schooners—9, and 3 in port. Cleared: 3 barks, 3 brigs, 3 schooners—9, and 3 in port. Aggregate tonnage entered, 2,961.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
SANTIAGO DE CUBA.										
E. F. Wallace.										
Quarter ended March 31, 1863—Continued.	1	Philadelphia	1	Philadelphia	1	Machinery	$30,000 00	1	Sugar	$15,269 00
	2	Baltimore	1	New York	1	General cargo	8,000 00	1	....do	12,951 00
			1	In port	1	....do	15,000 00	1	In port	
	1	Boston	1	Cienfuegos	1	....do	5,000 00	1	Ballast	
	2	Cardiff	2	In port	2	Coal	2,500 00	2	In port	
	12		12		12		85,500 00	12		75,196 00
Quarter ended June 30, 1863.*	3	In port	1	Baltimore	3	Before reported		1	400 hhds. sugar, 3,210 gallons honey.	21,951 08
			2	Cienfuegos				2	Ballast	
	1	New York	1	Manzanillo	1	General cargo	7,000 00	1	75 hhds. sugar	3,677 62
	1	St. Thomas	1	....do	1	Ballast		1	Ballast	
	1	Boston	1	Cienfuegos	1	....do		1	....do	
	1	Baltimore	1	Baltimore	1	General cargo	17,000 00	1	175 hhds. sugar, honey, copper	6,291 20
	2	Portland	1	New York	1	Lumber	3,500 00	1	75 hhds. sugar, honey, copper	3,831 68
			1	Philadelphia	1	....do	1,000 00	1	Ballast	
	1	Cardiff	1	New York	1	Coal	4,000 00	1	400 hhds. sugar	14,307 80
	1	Jamaica	1	In port	1	Logwood	1,000 00	1	In port	
	11		11		11		33,500 00	11		50,059 38
Quarter ended September 30, 1863.†	1	In port	1	Baltimore	1	Before reported		1	Sugar	14,503 75
	1	Guantanamo	1	Boston	1	General cargo	6,000 00	1	....do	12,247 00
	1	Boston	1	New York	1	Shooks, ice, and provisions	4,000 00	1	....do	24,931 00
	1	Aspinwall	1	In port	1	Ballast		1	In port	
	4		4		4		10,000 00	4		51,681 75

TRINIDAD.

G. Hogg.

Quarter ended December 31, 1862.‡	2	In port	1	Marseilles	1	Before reported		1	400 tons asphaltum	2,000 00
			1	Philadelphia	1	....do		1	Molasses and cocoa	5,284 00
	8	Philadelphia	7	Turk's Island	7	Breadstuffs, &c	120,942 00	6	Ballast	
								1	188 bbls. old flour	500 00
			1	St. Thomas	1	....do	14,075 00	1	Ballast	
	6	Baltimore	1	Baltimore	1	....do	16,375 00	1	84 puncheons molasses	1,225 00
			2	St. Thomas	2	....do	17,500 00	2	Ballast	
			1	Pedro Keys	1	....do	11,365 00	1	....do	
			2	In port	2	....do	25,250 00	2	In port	
	4	New York	2	Turk's Island	2	....do	28,357 00	2	Ballast	
			1	Barbadoes	1	Breadstuffs and mules	25,000 00	1	Inward cargo	10,600 00
			1	In port	1	Mules and provisions	15,670 00	1	In port	
	6	Barbadoes	6	New York	6	Mules, horses, and provisions	63,812 00	4	40 tons old iron, 28 hhds. and 2 bbls. sugar, sugar and molasses.	4,469 00
								2	Ballast	
	26		26		26		338,346 00	26		24,078 00
Quarter ended March 31, 1863.§	3	In port	1	Jamaica				1	Ballast	
			1	New York	3	Before reported		2	120 hhds., 50 tierces, 169 bbls. sugar and sundries.	13,341 00
			1	Ponce, P. R.						
	3	Philadelphia	1	Pt. Medway, N. S	3	Breadstuffs and provisions	35,607 00	3	Ballast	
			2	St. Thomas						
	4	New York	1	Mayaguez				2	....do	7,350 00
			1	Barbadoes	3	Mules and breadstuffs	43,910 00	1	Part of inward cargo	
			1	Cienfuegos						
			1	In port	1	Tobacco and staves	8,000 00	1	In port	
	1	New Haven	1	Mayaguez	1	Mules and breadstuffs	9,150 00	1	Part of inward cargo	800 00
	1	Boston	1	Cienfuegos	1	Ice and provisions	8,150 00	1	Ballast	
	1	Baltimore	1	Dominica	1	Breadstuffs and provisions	8,500 00	1	....do	
	7	Barbadoes	1	Cuba	1	Provisions and staves	4,750 00	1	....do	
			1	Eastport	1	White pine lumber	1,980 00	1	....do	
			3	New York	3	Mules and provisions	28,662 00	1	....do	
								2	Sugar, hides, and metal	10,374 00
			2	Philadelphia	2	Breadstuffs and provisions	24,150 00	1	100 bags cocoa	1,452 00
								1	Ballast	
	1	St. Lucia	1	New York	1	Breadstuffs	500 00	1	Sugar and hides	19,800 00
	1	Whaling cruise	1	....do	1	Ballast		1	Ballast	
	22		22		22		173,359 00	22		53,117 00

* Entered: 1 bark, 6 brigs, 1 schooner—8, and 3 in port. Cleared: 3 barks, 6 brigs, 1 schooner—10, and 1 in port. Aggregate tonnage entered, 2,045.
† Entered: 2 brigs, 1 schooner—3, and 1 in port. Cleared: 2 brigs, 1 schooner—3, and 1 in port. Aggregate tonnage entered, 735.
‡ Entered: 9 barks, 8 brigs, 7 schooners—24, and 2 in port. Cleared: 10 barks, 5 brigs, 8 schooners—23, and 3 in port. Aggregate tonnage entered, 5,269.
§ Entered: 6 barks, 8 brigs, 5 schooners—19, and 2 in port. Cleared: 6 barks, 10 brigs, 5 schooners—21, and 1 in port. Aggregate tonnage entered, 4,278.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
TRINIDAD.										
G. Hogg.										
Quarter ended June 30, 1863.*	1	In port	1	Cuba	1	Before reported		1	Ballast	
	3	Baltimore	1	St. Thomas						
			1	Baltimore	3	Flour, meal, &c	$30,000 00	3	...do	
			1	Cuba						
	1	Boston	1	...do	1	Ice, provisions, &c	10,000 00	1	...do	
	3	Philadelphia	1	Turk's Island	1	Flour, &c	7,000 00	1	...do	
			1	Philadelphia	1	Flour, meal, &c	11,450 00	1	Sugar and hides	$18,668 00
			1	In port	1	...do	18,000 00	1	In port	
	3	Barbadoes	2	New York	2	Mules	8,000 00	1	Ballast	
								1	Cocoa and iron	13,375 00
			1	St. Barts	1	Cooperage, &c	9,750 00	1	Part inward cargo	1,250 00
	11		11		11		94,200 00	11		33,293 00
Quarter ended September 30, 1863.†	1	In port	1	Philadelphia	1	Before reported		1	Sugar	259 00
	1	New York	1	New York	1	Provisions	12,000 00	1	...do	16,889 79
	1	Boston	1	Bonair	1	...do	10,825 00	1	Ballast	
	1	Philadelphia	1	Philadelphia	1	Flour, meal, and lard	17,500 00	1	Sugar	948 32
	1	Baltimore	1	In port	1	...do	14,500 00	1	In port	
	5		5		5		54,825 00	5		18,097 11
MAYAGUEZ.										
J. C. Coze.										
Quarter ended December 31, 1862.‡	4	Newburyport	2	Newburyport	2	Provisions and cooperage	12,780 00	1	Ballast	
								1	51,000 oranges	190 00
			1	Turk's Island	1	...do	4,700 00	1	Ballast	
			1	Newburyport and Boston.	1	Provisions, cooperage, and lumber.	6,200 00	1	42 hhds. sugar, 10 puncheons molasses, 54 quint's coffee.	3,447 00

	4	New Haven	1	New Haven *via* Ponce.	1	Provisions and sundries	14,500 00	1	Ballast	
			1	New Haven	1	Provisions and cooperage	7,814 00	1	116 hhds. sugar and 8 puncheons molasses.	7,100 00
			1	New Haven *via* Turk's Island.	1	....do	9,517 00	1	20,000 oranges	80 00
			1	In port	1	....do	7,224 00	1	In port	
	3	New York	1	New York	1	....do	10,286 00	1	Ballast	
			1	New Haven *via* Arecibo.	1	Provisions, lumber, and sundries.	10,500 00	1	Ballast	
			1	In port	1	Provisions, machinery, and specie, ($15,280.)	31,253 00	1	In port	
	2	Philadelphia	1	Philadelphia	1	Provisions and lumber	7,502 00	1	200,000 oranges	823 00
			1	In port	1	Provisions, cooperage, and lumber	8,800 00	1	In port	
	1	Arecibo, P. R.	1	Baltimore *via* Arecibo.	1	Provisions and lumber	6,875 00	1	Ballast	
	2	Baltimore	1	Arecibo	1	Provisions, cooperage, and lumber.	9,735 00	1	Ballast	
			1	Turk's Island	1	Provisions, cooperage, and lumber	8,101 00	1	Ballast	
	3	Ponce, P. R.	2	New Haven	2	Ballast and 13 bbls. sugar in transit.		2	351,000 oranges	1,339 000
			1	Turk's Island	1	Provisions	6,994 00	1	Ballast	
	19		19		19		162,781 00	19		12,979 00
Quarter ended March 31, 1863.§	3	In port	1 1 1	New Haven New York Philadelphia	3	Before reported		1 1	117 hhds. sugar, 114 puncheons molasses, and 111 quintals of coffee. 148 hhds. sugar, 1,203 quintals of coffee, and lignum-vitæ.	10,863 00 27,543 00
									139 hhds. sugar, 55 puncheons molasses, and 183 quintals coffee.	5,835 00
	6	New Haven	5 1	New Haven In port	6	Provisions, cooperage, horses, and specie, ($7,000.)	46,694 00	5 1	345 hhds. sugar and 994 puncheons molasses. In port	42,695 00
	1	Baltimore and St. Thomas.	1	Baltimore	1	Provisions and cooperage	2,248 00	1	229 hhds. sugar and 25 puncheons molasses.	11,756 00
	2	Newburyport	1	New York	1	....do	7,500 00	1	78 hhds. sugar, 156 puncheons molasses, and 150 quintals coffee.	10,789 00
			1	Boston	1	....do	5,950 00	1	74 hhds. sugar and 96 puncheons molasses.	5,784 00

* Entered: 6 barks, 1 brig, 3 schooners—10, and 1 in port. Cleared: 5 barks, 2 brigs, 3 schooners—10, and 1 in port. Aggregate tonnage entered, 2,401.
† Entered: 2 barks, 1 brig, 1 brigantine—4, and 1 in port. Cleared: 3 barks, 1 brig—4, and 1 in port. Aggregate tonnage entered, 1,062.
‡ Entered: 9 schooners, 8 brigs, 2 ketches—19. Cleared: 8 schooners, 7 brigs, 1 ketch—16, and 3 in port. Aggregate tonnage entered: 3,382 37-95.
§ Entered: 9 brigs, 11 schooners, 1 ketch, 1 bark—22, and three in port. Cleared: 10 brigs, 9 schooners, 2 ketches—21, and 4 in port. Aggregate tonnage entered: 3,633 18-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
MAYAQUEZ.										
J. C. Coze.										
Quarter ended March 31, 1863—Continued.	2	Newburyport	1	Newburyport	1	Provisions, cooperage, and lumber.	$6,300 00	1	116 hhds. sugar and 21 puncheons molasses.	$6,229 00
			1	In port	1	Provisions, cooperage, and lumber.	5,400 00	1	In port	
	1	Port Spain	1	New Haven	1	Cooperage and sundries	1,447 00	1	141 hhds. sugar and 132 puncheons molasses.	10,251 00
	2	Baltimore	1	Baltimore	1	Provisions, cooperage, and lumber.	10,319 00	1	238 hhds. sugar and 30 puncheons molasses.	12,468 00
			1	In port	1	Ballast and specie	21,000 00	1	In port	
	1	Santa Cruz	1	New Haven	1	Ballast		1	100 hhds. sugar and 72 puncheons molasses	6,320 00
	1	Trinidad	1	New York	1	Ballast and specie	10,000 00	1	311 hogsheads molasses	8,598 00
	1	Boston and St. Thomas, P. R.	1	....do	1	Part cargo provisions	1,850 00	1	200,000 oranges	841 00
	1	St. Domingo and New Haven.	1	New Haven	1	Provisions and sundries	3,450 00	1	52,000 oranges, 47 hhds. sugar, and 94 quintals coffee.	4,176 00
	1	St. Thomas	1	....do	1	Ballast and specie	5,776 00	1	215 puncheons molasses	5,692 00
	1	Philadelphia	1	Philadelphia	1	Provisions and cooperage	8,543 00	1	196 hhds. sugar and 57 puncheons molasses.	11,257 00
	1	New York	1	New York	1	Provisions, cooperage, and lumber	5,600 00	1	58 hhds. sugar and 160 puncheons molasses.	6,507 00
	1	Philadelphia, St. Thomas, and Ponce.	1	In port	1	Provisions and cooperage	6,145 00	1	In port	
	25		25		25		148,222 00	25		187,604 00
Quarter ended June 30, 1863.*	4	In port	1 1 1 1	Baltimore Philadelphia New Haven New York	4	Before reported		4	441 hhds. sugar 444 puncheons molasses	33,385 00

G. Hogg.

Quarter ended December 31, 1862.‡	2	In port	1	Marseilles	1	Before reported		1	400 tons asphaltum	2,000 00
			1	Philadelphia	1	....do		1	Molasses and cocoa	5,284 00
	8	Philadelphia	7	Turk's Island	7	Breadstuffs, &c	120,942 00	6	Ballast	
								1	188 bbls. old flour	500 00
			1	St. Thomas	1	....do	14,075 00	1	Ballast	
	6	Baltimore	1	Baltimore	1	....do	16,375 00	1	84 puncheons molasses	1,225 00
			2	St. Thomas	2	....do	17,500 00	2	Ballast	
			1	Pedro Keys	1	....do	11,365 00	1	....do	
			2	In port	2	....do	25,250 00	2	In port	
	4	New York	2	Turk's Island	2	....do	28,357 00	2	Ballast	
			1	Barbadoes	1	Breadstuffs and mules	25,000 00	1	Inward cargo	10,600 00
			1	In port	1	Mules and provisions	15,670 00	1	In port	
	6	Barbadoes	6	New York	6	Mules, horses, and provisions	63,812 00	4	40 tons old iron, 28 hhds. and 2 bbls. sugar, sugar and molasses.	4,469 00
								2	Ballast	
	26		26		26		338,346 00	26		24,078 00
Quarter ended March 31, 1863.§	3	In port	1	Jamaica				1	Ballast	
			1	New York	3	Before reported		2	120 hhds., 50 tierces, 169 bbls. sugar and sundries.	13,341 00
			1	Ponce, P. R.						
	3	Philadelphia	1	Pt. Medway, N. S	3	Breadstuffs and provisions	35,607 00	3	Ballast	
			2	St. Thomas						
	4	New York	1	Mayaguez				2	....do	7,350 00
			1	Barbadoes	3	Mules and breadstuffs	43,910 00	1	Part of inward cargo	
			1	Cienfuegos						
			1	In port	1	Tobacco and staves	8,000 00	1	In port	
	1	New Haven	1	Mayaguez	1	Mules and breadstuffs	9,150 00	1	Part of inward cargo	800 00
	1	Boston	1	Cienfuegos	1	Ice and provisions	8,150 00	1	Ballast	
	1	Baltimore	1	Dominica	1	Breadstuffs and provisions	8,500 00	1	....do	
	7	Barbadoes	1	Cuba	1	Provisions and staves	4,750 00	1	....do	
			1	Eastport	1	White pine lumber	1,980 00	1	....do	
			3	New York	3	Mules and provisions	28,662 00	1	....do	
								2	Sugar, hides, and metal	10,374 00
			2	Philadelphia	2	Breadstuffs and provisions	24,150 00	1	100 bags cocoa	1,452 00
								1	Ballast	
	1	St. Lucia	1	New York	1	Breadstuffs	500 00	1	Sugar and hides	19,800 00
	1	Whaling cruise	1	....do	1	Ballast		1	Ballast	
	22		22		22		173,359 00	22		53,117 00

* Entered: 1 bark, 6 brigs, 1 schooner—8, and 3 in port. Cleared: 3 barks, 6 brigs, 1 schooner—10, and 1 in port. Aggregate tonnage entered, 2,045.
† Entered: 2 brigs, 1 schooner—3, and 1 in port. Cleared: 2 brigs, 1 schooner—3, and 1 in port. Aggregate tonnage entered, 735.
‡ Entered: 9 barks, 8 brigs, 7 schooners—24, and 2 in port. Cleared: 10 barks, 5 brigs, 8 schooners—23, and 3 in port. Aggregate tonnage entered, 5,269.
§ Entered: 6 barks, 8 brigs, 5 schooners—19, and 3 in port. Cleared: 6 barks, 10 brigs, 5 schooners—21, and 1 in port. Aggregate tonnage entered, 4,278.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
MANILLA.										
J. Russell.										
Quarter ended December 31, 1862.	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended March 31, 1863.*	5	Hong Kong.....	2	San Francisco...	2	Not reported.....	.....	2	Sugar, hemp, coffee, cigars	$269,099 24
			3	Boston.....	3	....do.....	.....	3	....do....do.....do....do...	243,507 00
	1	Vancouver's Isl'd	1	Macao.....	1	....do.....	.....	1	....do....do.....do....do...	10,500 00
	2	San Francisco...	2	New York.....	2	....do.....	.....	2	....do....do.....do....do...	195,903 00
	1	Macao.....	1	New York.....	1	....do.....	.....	1	....do....do.....do....do...	61,274 00
	9	.....	9	.....	9	.....	.....	9	.....	780,283 24
Quarter ended June 30, 1863.†	11	Hong Kong.....	1	San Francisco...	1	Not reported.....	.....	1	Sugar, hemp, coffee, cigars.	135,684 50
			1	New York.....	1	....do.....	.....	1	Hemp.....	45,000 00
			9	In port.....	9	....do.....	.....	9	In port.....	.....
	11	.....	11	.....	11	.....	.....	11	.....	180,684 50
Quarter ended September 30, 1863.‡	9	In port.....	7	New York.....	9	Before reported.....	.....	9	Sugar and hemp.....	584,435 96
			1	Sydney.....						
			1	San Francisco...						
	1	Cardiff.....	1	Liverpool.....	1	Coals.....	$5,000 00	1	Sugar and hemp.....	70,000 00
	1	Singapore.....	1	Borneo.....	1	Timber.....	5,000 00	1	In port.....	.....
	3	Hong Kong.....	2	New York.....	1	.....	.....	1	Sugar and hemp.....	94,498 00
					1	.....	.....	1	In port.....	.....
			1	Yloylo.....	1	.....	.....	1	Cigars.....	10,000 00
	1	Shanghai.....	1	Hong Kong.....	1	.....	.....	1	Rice and hemp.....	15,000 00
	1	San Francisco...	1	Cork for orders..	1	.....	.....	1	In port.....	.....
	16	.....	16	.....	16	.....	10,000 00	16	.....	773,933 96

	4	New Haven	1	New Haven *via* Ponce.	1	Provisions and sundries	14,500 00	1	Ballast	
			1	New Haven	1	Provisions and cooperage	7,814 00	1	116 hhds. sugar and 8 puncheons molasses.	7,100 00
			1	New Haven *via* Turk's Island.	1	....do	9,517 00	1	20,000 oranges	80 00
			1	In port	1	....do	7,224 00	1	In port	
	3	New York	1	New York	1	....do	10,286 00	1	Ballast	
			1	New Haven *via* Arecibo.	1	Provisions, lumber, and sundries.	10,500 00	1	Ballast	
			1	In port	1	Provisions, machinery, and specie, ($15,280.)	31,253 00	1	In port	
	2	Philadelphia	1	Philadelphia	1	Provisions and lumber	7,502 00	1	200,000 oranges	823 00
			1	In port	1	Provisions, cooperage, and lumber	8,800 00	1	In port	
	1	Arecibo, P. R.	1	Baltimore *via* Arecibo.	1	Provisions and lumber	6,875 00	1	Ballast	
	2	Baltimore	1	Arecibo	1	Provisions, cooperage, and lumber.	9,735 00	1	Ballast	
			1	Turk's Island	1	Provisions, cooperage, and lumber	8,101 00	1	Ballast	
	3	Ponce, P. R.	2	New Haven	2	Ballast and 13 bbls. sugar in transit.		2	351,000 oranges	1,339 000
			1	Turk's Island	1	Provisions	6,994 00	1	Ballast	
	19		19		19		162,781 00	19		12,979 00
Quarter ended March 31, 1863.§	3	In port	1 1 1	New Haven New York Philadelphia	3	Before reported		1 1 139 hhds. sugar, 55 puncheons molasses, and 183 quintals coffee.	117 hhds. sugar, 114 puncheons molasses, and 111 quintals of coffee. 148 hhds. sugar, 1,203 quintals of coffee, and lignum-vitæ.	10,863 00 27,543 00 5,835 00
	6	New Haven	5 1	New Haven In port	6	Provisions, cooperage, horses, and specie, ($7,000.)	46,694 00	5 1	345 hhds. sugar and 994 puncheons molasses. In port	42,695 00
	1	Baltimore and St. Thomas.	1	Baltimore	1	Provisions and cooperage	2,248 00	1	229 hhds. sugar and 25 puncheons molasses.	11,756 00
	2	Newburyport	1	New York	1	....do	7,500 00	1	78 hhds. sugar, 156 puncheons molasses, and 150 quintals coffee.	10,789 00
			1	Boston	1	....do	5,950 00	1	74 hhds. sugar and 96 puncheons molasses.	5,784 00

* Entered: 6 barks, 1 brig, 3 schooners—10, and 1 in port. Cleared: 5 barks, 2 brigs, 3 schooners—10, and 1 in port. Aggregate tonnage entered, 2,401.
† Entered: 2 barks, 1 brig, 1 brigantine—4, and 1 in port. Cleared: 3 barks, 1 brig—4, and 1 in port. Aggregate tonnage entered, 1,062.
‡ Entered: 9 schooners, 8 brigs, 2 ketches—19. Cleared: 8 schooners, 7 brigs, 1 ketch—16, and 3 in port. Aggregate tonnage entered: 3,382 37-95.
§ Entered: 9 brigs, 11 schooners, 1 ketch, 1 bark—22, and three in port. Cleared: 10 brigs, 9 schooners, 2 ketches—21, and 4 in port. Aggregate tonnage entered: 3,633 18-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
GUAYAMA, P. R.										
C. H. Verges.										
Quarter ended March 31, 1863—Cont'd.	1	New York	1	In port	1	Cooperage, specie, and provisions.	$12,000 00	1	In port	
	2	Machias	1	New York	1	Lumber	3,000 00	1	Sugar and molasses	$12,075 00
			1	In port	1	Ballast		1	In port	
	15		15		15		109,500 00	15		100,116 00
Quarter ended June 30, 1863.*	5	In port	3	New York	5	Before reported		3	813 casks, 84 tierces molasses	22,903 00
			1	Norwich				1	257 casks, 8 tierces, 8 barrels molasses.	6,425 00
			1	New Haven				1	173 hhds. sugar, 217 casks and 31 tierces molasses.	16,876 00
	2	New Haven	2	New Haven	2	Cooperage, specie, and provisions.	21,500 00	2	150 hhds. sugar, 524 casks and 37 tierces molasses.	24,889 00
	1	Philadelphia	1	New York	1	Ballast		1	370 casks molasses	9,135 00
	1	Norwich	1	Norwich	1	Cooperage and provisions	7,000 00	1	203 casks, 20 tierces molasses.	5,249 00
	1	New York	1	New York	1	do	6,000 00	1	297 casks, 25 tierces molasses.	8,762 00
	1	Machias	1	In port	1	Lumber	2,200 00	1	In port	
	11		11		11		36,700 00	11		94,239 00
Quarter ended September 30, 1863.†	1	In port	1	New York	1	Before reported		1	305 casks, 41 tierces molasses.	9,349 00
	1	Philadelphia	1	Norwich	1	5 bbls. cement	200 00	1	86 hhds. sugar, 65 casks and 2 bbls. molasses.	5,656 00
	1	Bangor	1	Norwich	1	Lumber and tubes	2,000 00	1	127 casks, 17 tierces molasses.	3,049 00
	1	Machias	1	In port	1	Lumber and cotton seeds	1,920 00	1	In port	
	4		4		4		4,120 00	4		18,054 00

CARTAGENA.										
German Davies.										
1st, 2d, and 3d quarters	.....	No report	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended September 30, 1863.‡	2	In port	1	New York				2	784 hhds. and 118 tierces sugar.	
			1	Philadelphia	2	Before reported			30 hhds. molasses	44,812 25
	2	Portland	2	New York	2	Cooperage, boards, and shooks	7,000 00		757 hhds. and 93 tierces sugar	41,835 12
	1	Trinidad	1	New York	1	Ballast		1	333 hhds. and 35 tierces sugar	17,966 62
	1	Aspinwall	1	New York	1	....do		1	428 hhds. 30 tierces molasses	7,933 77
	1	Curaçoa	1	New York	1	....do		1	384 hhds. and 39 tierces sugar, 55 tierces honey.	24,547 00
	1	New York	1	New York	1	Assorted cargo	5,216 00	1	332 hhds. and 34 tierces sugar	19,882 11
	4	Boston	4	Boston	4	Provisions, cooperage, assorted cargo.	17,150 00	4	1,330 hhds. 104 tierces sugar, 626 boxes clayed sugar, 6 tierces honey, 30 tierces copper ore.	86,859 74
	12		12		12		29,366 00	12		243,836 61
VALENCIA.										
G. Kent.										
Quarter ended December 31, 1862.§	1	Callao	1	New York	1	1,732 tons guano	111,679 36	1	138,633 pounds wool	22,305 98
	1	Baltimore	1	Leghorn	1	1,269 hhds. tobacco, 14,000 staves	104,889 00	1	Ballast	.....
	2		2		2		216,568 36	2		22,305 98
Quarter ended March 31, 1863.	.....	No report	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended June 30, 1863.‖	5	Callao	5	Not stated	5	8,051 tons guano	523,315 00	5	In port	.....
Quarter ended September 30, 1863.¶	5	In port	1	Gibraltar						
			1	Cleared und'r foreign flag.						
			1	Cadiz	5	Before reported		5	Ballast	.....
			1	Callao						
			1	Boston						
	6	Callao	1	Hayeres, France				3	Ballast	.....
			2	Cardiff						
			2	Cleared und'r foreign flag.	6	9,713 tons guano	631,345 00	2	Cleared under foreign flag	.....
			1	In port				1	In port	.....

* Entered: 1 bark, 2 brigs, 3 schooners—6, and 5 in port. Cleared: 1 steamer, 2 barks, 3 brigs, 4 schooners—10, and 1 in port. Aggregate tonnage entered, 1,184 36-93.
† Entered: 1 steamer, 1 brig, 1 schooner—3, and 1 in port. Cleared: 1 steamer, 2 schooners—3, and 1 in port. Aggregate tonnage entered, 718 86-95.
‡ Entered: 2 brigs, 8 barks—10, and 2 in port. Cleared: 2 brigs, 10 barks—12. Aggregate tonnage entered, 2,851.
§ Entered and cleared: 2 ships. Aggregate tonnage entered, 1,841. ‖ Entered: 5 ships. Aggregate tonnage entered, 5,225 31-95.
¶ Entered: 7 ships, 1 bark—8, and 5 in port. Cleared: 7 ships, 1 bark—8, 3 sold, and 2 in port. Aggregate tonnage entered, 7,257 56-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
VALENCIA.										
G. Kent.										
Quarter ended September 30, 1863—Cont'd.	1	Careskrona	1	Almeria	1	300,000 feet deals	$12,000 00	1	Ballast	
	1	Baltimore	1	In port	1	Guano		1	In port	
	13		13		13		643,345 00	13		
PONCE, P. R.										
J. C. Gallagher.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.*	3	In port	1	New York	1	Before reported		1	Molasses and sugar	$25,554 55
			2	New Haven	2	do		2	do	
	2	St. Thomas	1	New York	1	Ballast		1	Molasses	8,157 40
			1	Mayaguez	1	Provisions, &c.	7,870 75	1	Inward cargo	
	5	New Haven	3	New Haven	3	Provisions and cooperage	26,150 00	3	Sugar and molasses	29,402 30
			1	New York	1	do	2,756 34	1	Molasses	4,988 63
			1	In port	1	do	7,800 00	1	In port	
	1	Portland	1	New York	1	do	9,160 00	1	Molasses	12,198 60
	4	New York	2	do	2	do	17,515 00	2	Sugar and molasses	25,950 00
			2	In port	2	do	14,205 62	2	In port	
	1	Trinidad	1	Baltimore	1	Ballast		1	Sugar	7,349 87
	1	Demerara	1	New York	1	do		1	Molasses	5,334 44
	1	Boston	1	do	1	Ice, provisions, and lumber	4,500 00	1	do	9,054 86
	1	Barbados	1	Hartford	1	Flour and cheese	2,500 00	1	Sugar and molasses	12,240 33
	2	Baltimore	2	In port	2	Provisions, lumber, &c.	19,399 03	2	In port	
	21		21		21		111,856 74	21		140,230 98

Quarter ended June 30, 1863.†	5	In port	3	New York	3	Before reported		3	Sugar and molasses	38,285 00
			1	Baltimore	1	....do		1	....do	
			1	New Haven	1	....do		1	....do	
	1	Baltimore	1	Baltimore	1	Provisions and cooperage	8,500 00	1	Molasses and cotton	7,445 88
	8	New York	6	New York	6	....do	55,801 89	6	Sugar and molasses	60,951 01
			1	Hartford	1	....do	6,750 00	1	Molasses	8,502 48
			1	In port	1	....do	7,980 89	1	In port	
	1	Portland	1	New York	1	Lumber, 34 boxes merchandise	5,487 18	1	Molasses	8,644 86
	1	Barbadoes	1	Hartford	1	Shooks	800 00	1	....do	7,993 06
	5	New Haven	3	New Haven	3	Provisions and cooperage	18,000 00	3	Sugar and molasses	29,292 13
			2	In port	2	....do	13,700 00	2	In port	
	1	Philadelphia	1	Philadelphia	1	....do	7,800 00	1	Sugar and molasses	6,965 18
	1	Bangor	1	Mayaguez	1	Lumber	2,700 00	1	Inward cargo	2,700 00
	1	Cherryfield	1	In port	1	....do	2,662 15	1	In port	
	24		24		24		130,182 11	24		170,779 60
Quarter ended September 30, 1863.‡	4	In port	2	New Haven	2	Before reported		2	Sugar and molasses	49,158 70
			2	New York	2	....do		2	....do	
	1	St. Thomas	1	Baltimore	1	Ballast		1	....do	8,061 40
	1	Arroyo, P. R.	1	Mayaguez, P. R.	1	Molasses	3,000 00	1	Inward cargo	3,000 00
	1	Mayaguez, P. R.	1	New York	1	Ballast		1	Sugar	12,797 56
	3	New Haven	3	New Haven	3	Provisions and coopers' stuff	19,500 00	3	Sugar, molasses, hides	43,751 00
	1	New York	1	New York	1	....do	4,500 00	1	Molasses	7,487 80
	11		11		11		27,000 00	11		124,256 46
SAGUA LA GRANDE.										
J. H. Horner.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.§	15	In port	1	Falmouth	15	Before reported		1	1,055 hhds. sugar	Not known.
			4	Boston				4	505 hhds. sugar, 777 hhds., 59 tcs., and 10 bbls. molasses.	42,623 66
			1	Bristol				1	314 hhds., 11 tcs., and 12 bbls. molasses.	7,242 00
			1	Philadelphia				1	100 hhds. sugar, 182 hhds. and 23 tcs. molasses.	9,465 83
			1	Baltimore				1	214 hhds. sugar, 70 hhds. molasses.	13,467 78
			7	New York				7	2,703 hhds. sugar, 1,451 hhds., 140 tcs., 125 bbls. molasses.	161,345 41
	7	Havana	7	....do	7	Ballast		7	4,517 hhds., 108 tcs. sugar	233,358 56

* Entered: 4 barks, 7 brigs, 7 schooners—18, and 3 in port. Cleared: 2 barks, 7 brigs, 7 schooners—16, and 5 in port. Aggregate tonnage entered, 3,675 25-95.
† Entered: 3 barks, 9 brigs, 7 schooners—19, and 5 in port. Cleared: 4 barks, 8 brigs, 8 schooners—20, and 4 in port. Aggregate tonnage entered, 3,856 36-95.
‡ Entered: 1 steamer, 1 bark, 2 brigs, 3 schooners—7, and 4 in port. Cleared: 1 steamer, 2 barks, 4 brigs, 4 schooners—11. Aggregate tonnage entered, 1,556 78-95.
§ Entered: 41, class not given, and 15 in port. Cleared: 51, class not given, and 5 in port. Aggregate tonnage entered, 12,359 85-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
SAGUA LA GRANDE.										
J. H. Horner.										
Quarter ended June 30, 1863—Continued.	10	Havana	3	Philadelphia	3	Ballast		3	945 hhds., 60 tcs. sugar, 348 hhds., 18 tcs., and 149 bbls. molasses.	$60,897 15
			1	Portland	1	....do		1	213 hhds. and 25 tcs. sugar, 20 hhds. molasses.	12,769 91
			2	Baltimore	2	....do		2	1,096 hhds., 15 teirces, and 20 bbls. sugar, 45 tierces and 86 bbls. molasses,	60,092 29
			1	Boston	1	....do		1	284 hhds., 30 tcs., and 6 bbls. sugar.	18,449 97
			3	In port	3	....do		3	In port	
	4	Matanzas	4	New York	4	....do		4	2,484 hhds., 83 tcs., 1 bbl., and 8 boxes sugar.	127,455 44
	2	Cardenas	1	Baltimore	1	....do		1	345 hhds. and 20 tcs. molasses	8,612 88
			1	Portland	1	....do		1	210 hhds., 26 tcs., 1 bbl., and 8 boxes sugar.	17,062 51
	3	New York	3	New York	3	Cooperage and general cargo	$4,583 00	3	1,545 hhds. and 9 tcs. sugar, 65 tcs. and 62 bbls. molasses.	80,922 48
	2	Boston	2	Boston	1	Ballast		1	343 hhds., 15 tcs., and 39 bbls. molasses.	8,268 80
					1	Cooperage	3,272 00	1	256 hhds. and 25 tcs. sugar	10,332 02
	2	Newport	1	New York	1	Ballast		1	181 hhds., 30 tcs., and 12 bbls. molasses.	4,677 43
			1	Boston	1	....do		1	296 hhds. and 12 bbls. molasses	6,791 56
	2	Philadelphia	2	New York	2	Cooperage	4,837 62	2	390 hhds., 25 tcs., 20 bbls. sugar, 467 hhds. and 52 tcs. molasses.	35,662 47
	3	Portland	1	Philadelphia	1	Ballast		1	514 hhds., 40 tcs., and 20 bbls. molasses.	12,384 43
			1	New York	1	Cooperage	4,583 00	1	495 hhds., 34 tcs. molasses	12,152 85
			1	In port	1	Cooperage and lumber		1	In port	
	1	Bristol	1	....do	1	Cooperage		1	....do	

German Bovies.										
1st, 2d, and 3d quarters		No report								
Quarter ended September 30, 1863.‡	2	In port	1	New York				2	784 hhds. and 118 tierces sugar.	
			1	Philadelphia	2	Before reported			30 hhds. molasses	44,812 25
	2	Portland	2	New York	2	Cooperage, boards, and shooks	7,000 00		757 hhds. and 93 tierces sugar	41,835 12
	1	Trinidad	1	New York	1	Ballast		1	333 hhds. and 35 tierces sugar	17,966 62
	1	Aspinwall	1	New York	1	....do		1	428 hhds. 30 tierces molasses	7,933 77
	1	Curaçoa	1	New York	1	....do		1	384 hhds. and 39 tierces sugar, 55 tierces honey.	24,547 00
	1	New York	1	New York	1	Assorted cargo	5,216 00	1	332 hhds. and 34 tierces sugar	19,882 11
	4	Boston	4	Boston	4	Provisions, cooperage, assorted cargo.	17,150 00	4	1,330 hhds. 104 tierces sugar, 626 boxes clayed sugar, 6 tierces honey, 30 tierces copper ore.	86,859 74
	12		12		12		29,366 00	12		243,836 61
VALENCIA.										
G. Kent.										
Quarter ended December 31, 1862.§	1	Callao	1	New York	1	1,732 tons guano	111,679 36	1	138,633 pounds wool	22,305 98
	1	Baltimore	1	Leghorn	1	1,269 hhds. tobacco, 14,000 staves	104,889 00	1	Ballast	
	2		2		2		216,568 36	2		22,305 98
Quarter ended March 31, 1863.		No report								
Quarter ended June 30, 1863.‖	5	Callao	5	Not stated	5	8,051 tons guano	523,315 00	5	In port	
Quarter ended September 30, 1863.¶	5	In port	1	Gibraltar						
			1	Cleared und'r foreign flag.						
			1	Cadiz	5	Before reported		5	Ballast	
			1	Callao						
			1	Boston						
	6	Callao	1	Hayeres, France				3	Ballast	
			2	Cardiff						
			2	Cleared und'r foreign flag.	6	9,713 tons guano	631,345 00	2	Cleared under foreign flag	
			1	In port				1	In port	

* Entered: 1 bark, 2 brigs, 3 schooners—6, and 5 in port. Cleared: 1 steamer, 2 barks, 3 brigs, 4 schooners—10, and 1 in port. Aggregate tonnage entered, 1,184 36-93.
† Entered: 1 steamer, 1 brig, 1 schooner—3, and 1 in port. Cleared: 1 steamer, 2 schooners—3, and 1 in port. Aggregate tonnage entered, 718 86-95.
‡ Entered: 2 brigs, 8 barks—10, and 2 in port. Cleared: 2 brigs, 10 barks—12. Aggregate tonnage entered, 2,851.
§ Entered and cleared: 2 ships. Aggregate tonnage entered, 1,841. ‖ Entered: 5 ships. Aggregate tonnage entered, 5,225 31-95.
¶ Entered: 7 ships, 1 bark—8, and 5 in port. Cleared: 7 ships, 1 bark—8,3 sold, and 2 in port. Aggregate tonnage entered, 7,257 56-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
SANTA CRUZ, (CUBA.)										
C. Huger.										
Quarter ended March 31, 1863.*	1	St. Jago	1	Boston	1	Ballast		1	Sugar and molasses	
	1	New York	1	New York	1	Shooks, hoops, &c	$2,254 00	1	Palm leaf, sugar, and molasses.	$14,733 30
	1	Aspinwall	1	Boston	1	Ballast		1	Sugar and molasses	
	3		3		3		2,254 00	3		14,733 30
Six months from April 1 to Sept. 30, 1863.†	1	New York	1	New York	1	Salt and general cargo	7,520 30	1	Sugar and palm leaf	12,921 34
SANTA CRUZ, TENERIFFE, CANARY ISLANDS.										
W. H. Dabney.										
Six months from July 1 to Dec. 31, 1862.‡	1	Fayal	1	Whaling	1	Whaling implements		1	Whaling implements	
Six months from Jan. 1 to June 30, 1863.§	2	Boston	1	Cardiff	1	General cargo	7,000 00	1	Ballast	
			1	Cape de Verde	1	....do	5,000 00	1	Part of inward cargo	3,500 00
	2		2		2		12,000 00	2		3,500 00
Quarter ended September 30, 1863.		No arrivals							No departures	
GRAND CANARY.										
F. W. Manley.										
From the 1st of July to December 31, 1862.‖	2	Fuerteventura	2	New York	2	9,479 qqs. barilla	8,699 60	2	Same as inward cargo	8,699 60
	1	Bangor	1	St. Thomas	1	120,000 feet lumber, 36 dozen chairs.	3,500 00	1	Ballast	

	7	Fayal	7	Sea	2	290 bbls. sperm oil	12,500 00	2	Same as inward cargo	12,500 00
					5	Ballast		5	Ballast	
	2	Provincetown	1	....do	1	106 bbls. sperm and 70 barrels black oil.	6,000 00	1	100 bbls. sperm and 30 bbls. black oil.	5,420 00
			1	....do	1	Ballast		1		
	1	Tercera	1	....do	1	....do		1		
	1	From sea	1	....do	1	100 bbls. sperm and 30 barrels whale oil.	5,420 00	1	Same as inward cargo	5,420 00
	14		14		14		36,119 60	14		32,039 60
Quarter ended March 31, 1863.¶	1	Boston	1	Cape de Verde	1	General cargo		1	General cargo	
	1	Cardiff	1	Key West	1	10,472 qqs. coals	5,236 00	1	Ballast	
	1	Lanzarote	1	Matanzas	1	200 bbls. flour, 8 qqs. hams, 200 boxes herring.	1,515 35	1	5,120 stones, 45 pipes, and 240 barrels fish.	3,542 50
	3		3		3		6,751 35	3		3,542 50
3d and 4th quarters		No report								
DENIA.										
J. Morand.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.**	1	St. John, N. B.	1	Huelva	1	Deals	4,122 00	1	Ballast	
Quarter ended September 30, 1863.		No report								
PORT MAHON.										
H. B. Robinson.										
Quarter ended December 31, 1862.††	1	Ibrail	1	Falmouth	1	2,250 quarters barley		1	In distress	
	1	Maulmain	1	Carthagena	1	Timber		1	Timber	
	2		2		2			2		
2d, 3d, and 4th quarters		No report								

* Entered and cleared: 3 brigs. Aggregate tonnage entered, 826.
§ Entered and cleared: 1 bark, 1 brig. Aggregate tonnage, 592.
¶ Entered and cleared: 3 brigs. Aggregate tonnage entered, 766 41-95.
† Entered and cleared: 1 brig. Tonnage, 298.
‖ Entered and cleared: 7 schooners, 2 brigs, 5 barks—14. Aggregate tonnage entered, 2,388 6-95.
** Entered and cleared: 1 bark. Tonnage, 437 64-95.
†† Entered and cleared: 2, class not given. Aggregate tonnage entered, 1,170.
‡ Entered and cleared, 1 bark. Tonnage, 231.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
NAGUABO, HUMACAO, FAJARDO.										
W. Haddocks.										
Quarter ended December 31, 1862.	.....	No report	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended March 31, 1863.*	2	New York.....	1	Humacao.....	1	Provisions and cooperage.....	$4, 650 00	1	195,363 lbs. sugar, 6,082 gals. molasses.	$8, 728 41
			1	Boston	1	Lumber and cooperage.....	6, 750 00	1	Ballast.....	.....
	2	.....	2	.....	2	.....	11, 400 00	2	.....	8, 728 41
Quarter ended June 30, 1863.†	1	New London	1	Naguabo	1	Lumber and provisions.....	4, 800 00	1	25,567 gals. molasses.....	4, 280 84
Quarter ended September 30, 1863.‡	1	Norwich	1	Humacao	1	Molasses.....	3, 500 00	1	10,455 gals. molasses.....	1, 765 16
ARECIBO.										
C. F. Storer.										
1st and 2d quarters.....	.....	No report	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended June 30, 1863.§	2	New York.....	2	Aguadilla	2	Provisions.....	3, 500 00	2	Ballast.....	.....
	2	St. Thomas.....	2	New York.....	2	Ballast.....	.....	2	Molasses and sugar	26, 885 14
	2	St. John's, P. R..	1	Baltimore	1	....do.....	.....	1	Sugar	16, 836 49
			1	Philadelphia.....	1	....do.....	.....	1	....do.....	
	1	Philadelphia, *via* St. John's.	1	....do.....	1	Provisions.....	7, 419 43	1	....do.....	14, 163 76
	1	Phil'adelphia	1	....do.....	1	Cooperage.....	.....	1	Molasses	7, 230 00

	1	Philadelphia, *via* Mayaguez.	1	....do.....	1	Provisions.....	.....	1	In port.....	.....
	9	.....	9	.....	9	.....	10,919 43	9	.....	65,115 39
Quarter ended September 30, 1863.‖	1	In port.....	1	Philadelphia.....	1	Before reported.....	.....	1	Not stated	.....
	1	Baltimore	1	Baltimore	1	Provisions.....	7,778 00	1	Sugar and molasses.....	11,546 77
	3	St. John's	2	....do.....	2	Ballast.....	.....	2	....do.....	21,384 16
			1	New York.....	1	....do.....	.....	1	....do.....	
	2	Mayaguez	1	Baltimore	1	....do.....	.....	1	....do.....	14,421 31
			1	Philadelphia.....	1	....do.....	.....	1	....do.....	
	7	.....	7	.....	7	.....	7,778 00	7	.....	47,352 24
PORTUGUESE DOM'NS.										
OPORTO.										
H. W. Diman.										
Quarter ended December 31, 1862.¶	5	New York.....	3	New York.....	3	8,191 bags wheat.....	28,869 99			
						4,130 bbls. flour.....	19,142 00			
						68,400 staves	563 34	1	761 bundles corkwood.....	3,831 94
			1	Palermo.....	1	5,392 bags wheat.....	20,317 55		31 cases cork.....	252 96
						7,320 staves.....	305 00	4	Ballast.....	.....
			1	St. Thomas.....	1	2,628 bags wheat	6,078 00			
						1,013 bbls. flour.....	12,980 90			
						1,290 staves.....	61 25			
	5	.....	5	.....	5	.....	88,318 03	5	.....	4,074 90
Quarter ended March 31, 1863.**	1	New York.....	1	Bathurst	1	863 bbls. flour.....	5,052 00			
						2,377 bags wheat.....	8,550 00	1	Ballast.....	.....
						12,000 staves.....	546 00			
	1	.....	1	.....	1	.....	14,148 00	1	.....	.....
Quarter ended June 30, 1863.††	1	Leghorn.....	1	Sydney.....	1	6,191 bags maize.....	9,333 00	1	Ballast	.....
	5	New York.....	5	New York.....	5	4,890 bbls. flour, 19,468 bags wheat, 38 packages and 16 bbls. sundries, 10,500 staves, 328 bags rye.	151,099 00	5	....do.....	.....
	6	.....	6	.....	6	.....	160,432 00	6	.....	.....

* Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 428 8-95. † Entered and cleared: 1 schooner. Tonnage, 136 88-95.
‡ Entered and cleared: 1 schooner. Tonnage, 174 58-95. § Entered: 3 schooners, 6 brigs—9. Cleared: 3 schooners, 5 brigs—8, and 1 in port. Aggregate tonnage ent'd, 1,773 12-95.
‖ Entered: 2 schooners, 2 brigs, 1 ketch, 1 bark—6, and 1 in port. Cleared: 2 schooners, 3 brigs, 1 ketch, 1 bark—7. Aggregate tonnage entered, 1,089.
¶ Entered and cleared: 4 barks, 1 schooner. Aggregate tonnage, 1,847. ** Entered and cleared: 1 bark. Tonnage, 355.
†† Entered and cleared: 1 brigantine, 5 barks—6. Aggregate tonnage entered, 2,249.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SPANISH DOMINIONS.										
SANTA CRUZ, (CUBA.)										
C. Huger.										
Quarter ended March 31, 1863.*	1	St. Jago	1	Boston	1	Ballast		1	Sugar and molasses	
	1	New York	1	New York	1	Shooks, hoops, &c	$2,254 00	1	Palm leaf, sugar, and molasses.	$14,733 30
	1	Aspinwall	1	Boston	1	Ballast		1	Sugar and molasses	
	3		3		3		2,254 00	3		14,733 30
Six months from April 1 to Sept. 30, 1863.†	1	New York	1	New York	1	Salt and general cargo	7,520 30	1	Sugar and palm leaf	12,921 34
SANTA CRUZ, TENERIFFE, CANARY ISLANDS.										
W. H. Dabney.										
Six months from July 1 to Dec. 31, 1862.‡	1	Fayal	1	Whaling	1	Whaling implements		1	Whaling implements	
Six months from Jan. 1 to June 30, 1863.§	2	Boston	1	Cardiff	1	General cargo	7,000 00	1	Ballast	
			1	Cape de Verde	1	....do	5,000 00	1	Part of inward cargo	3,500 00
	2		2		2		12,000 00	2		3,500 00
Quarter ended September 30, 1863.		No arrivals							No departures	
GRAND CANARY.										
F. W. Manley.										
From the 1st of July to December 31, 1862.‖	2	Fuerteventura	2	New York	2	9,470 qqs. barilla	8,699 60	2	Same as inward cargo	8,699 60
	1	Bangor	1	St. Thomas	1	120,000 feet lumber, 36 dozen chairs.	3,500 00	1	Ballast	

			1	Sold	1	608 gallons sperm oil	608 00	1	Sold	
			2	Whaling cruise	2	3,598 gallons sperm oil	3,598 00	2	Whaling implements	
	2	Boston	1	....do	1	468 gallons sperm oil	468 00	1	....do	
			1	Teneriffe	1	Lumber and nails	558 89	1	Part of inward cargo	
	1	Manila	1	In port	1	Sugar and Manila hemp		1	In port	
	26		26		26		31,891 89	26		810 95
Quarter ended March 31, 1863.§	2	In port	1	Cork	1	270 tons sugar	24,000 00	1	Inward cargo	24,000 00
			1	Sold	1	Before reported		1	Sold	
	1	Liverpool	1	In port	1	Iron, (not landed)		1	In port	
	1	Cardiff	1	Boston	1	365 tons coal	2,920 00	1	Baskets, hats, old junk	1,793 69
	2	New York	1	Cadiz	1	Staves, (not landed)		1	Inward cargo	
			1	In port	1	3,200 barrels kerosene oil	18,396 00	1	In port	
	6		6		6		45,316 00	6		25,793 69
Quarter ended June 30, 1863.‖	2	In port	1	New York	2	Before reported		2	Inward cargo	18,396 00
			1	Liverpool						
	8	Whaling cruise	7	Whaling	7	18,106 galls. sperm and whale oil.	19,650 65	7	Whaling implements	
			1	In port	1	7,843 gallons sperm oil	8,627 30	1	In port	
	1	Cardenas	1	....do	1	800 tons sugar	75,000 00	1	Put in for repairs	
	11		11		11		103,277 95	11		18,396 00
Quarter ended September 30, 1863.¶	2	In port	1	Cork	2	Before reported		1	Inward cargo	75,000 00
			1	Whaling				1	Whaling implements	
	31	Whaling	28	....do	3	20,667 galls. whale and sperm oil.	18,152 50	25	....do	
			3	In port	22	124,012 gallons sperm oil	135,541 60	3	Inward cargoes	4,955 50
					1	20 barrels sperm oil	693 00	3	In port	
					5	Whaling implements				
	1	Newport	1	Halifax	1	1,200 tons coal	7,190 00	1	Inward cargo	7,190 00
	1	Liverpool	1	In port	1	Iron, salt, coal, &c	35,000 00	1	In port	
	35		35		35		196,577 10	35		87,145 50
ST. PAUL DE LOANDO.										
R. Cunningham.										
Quarter ended December 31, 1862.**	1	In port	1	Ambrizette	1	Before reported		1	Not stated	
	1	Kinsembo	1	Salem	1	Palm and fish oil, copal, &c	8,000 00	1	Palm and fish oil, coffee, peanuts.	15,000 00

* Cleared: 2 ships, 1 schooner. Aggregate tonnage entered, not stated. † Entered and cleared: 1 brig. Tonnage, 299.
‡ Entered: 3 ships, 11 barks, 1 schooner, and 11 in port—26. Cleared: 3 ships, 17 barks, 2 schooners, 1 wrecked, 1 sold, and 2 in port—26. Aggregate tonnage entered, 5,822.
§ Entered: 2 ships, 1 bark, 1 schooner, and 2 in port—6. Cleared: 1 ship, 1 bark, 1 schooner, 1 sold—4, and 2 in port. Aggregate tonnage entered, 2,680.
‖ Entered: 1 ship, 6 barks, 2 schooners—9, and 2 in port. Cleared: 2 ships, 5 barks, 2 schooners—9, and 2 in port. Aggregate tonnage, 2,293.
¶ Entered: 3 ships, 24 barks, 1 brig, 5 schooners—33, and 2 in port. Cleared: 3 ships, 22 barks, 1 brig, 5 schooners—31, and 4 in port. Aggregate tonnage, 8,535.
** Entered and cleared: 1 brig, 4 barks, 2 ships—7, and 1 in port. Aggregate tonnage entered, 3,111.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
PORTUGUESE DOM'NS.										
ST. PAUL DE LOANDO.										
R. Cunningham.										
Quarter ended December 31, 1862—Cont'd.	2	Salem	1	St. Thomas	1	Provisions and lumber	$14,000 00	1	Provisions and lumber	$5,000 00
			1	Benguela	1	...do	16,000 00	1	Assorted cargo	6,000 00
	1	Ambrizette	1	Boston	1	Palm and fish oil and copal	8,000 00	1	Palm and fish oil, hides, coffee, &c.	25,000 00
	2	Cardiff	1	Yarmouth	1	1,452 tons coal	10,000 00	1	Not stated	
			1	Belfast	1	862 tons coal	6,000 00	1	...do	
	1	St. Thomas	1	Salem	1	Not stated		1	...do	
	8		8		8		62,000 00	8		51,000 00
Quarter ended March 31, 1863.*	3	In port	2	Akyab				2	Ballast	
			1	Kinsembo	3	Before reported		1	Palm oil, &c	28,000 00
	1	Kinsembo	1	Salem	1	Palm oil, gum, &c	28,000 00	1	Inward cargo	28,000 00
	1	Salem	1	Benguella	1	General cargo	11,200 00	1	Part of inward cargo	6,000 00
	1	Benguella	1	Salem	1	Fish oil, gum, &c	5,000 00	1	Oil, gum, and coffee	20,000 00
	1	Boston	1	Benguella	1	General cargo	19,800 00	1	Part of inward cargo	10,400 00
	7		7		7		64,000 00	7		92,400 00
Quarter ended June 30, 1863.†	1	Boston	1	St. Helena	1	Assorted cargo	20,000 00	1	Part inward cargo	10,000 00
	1	Benguella	1	Salem	1	Oil and gum opal	3,000 00	1	Oil, gum, and ivory	10,000 00
	1	Mossamedes	1	In port	1	...do	3,000 00	1	In port	
	3		3		3		26,000 00	3		20,000 00
Quarter ended September 30, 1863.		No report								

MACAO.										
G. Nye.										
Quarter ended December 31, 1862.‡	2	Whampoa	2	New York	2	General cargo		2	General cargo	
	1	Hong Kong	1	In port	1	Tea		1	Sold here	
	1	Amoy	1	....do	1			1		
	4		4		4			4		
From February 25 to March 31, 1863.§	2	In port	1	Hong Kong	1	Rice		1	Rice	
			1	Whampoa	1			1		
	2		2		2			2		
Quarter ended June 30, 1863.‖	2	Hong Kong	1	Singapore	1	Ballast		1	800 tons general cargo	75,000 00
			1	Hong Kong	1	Passengers		1	Passengers	
	1	Saigon	1	....do	1	9,600 piculs rice	23,040 00	1	Ballast	
	1	Canton	1	Canton	1	Passengers		1	Passengers	
	1	Batavia	1	In port	1	United States sloop-of-war		1	In port	
	5		5		5		23,040 00	5		75,000 00
Quarter ended September 30, 1863.¶	1	In port	1	Amoy	1	Before reported		1	United States sloop-of-war	
	1	Akyab and Singapore.	1	Sold	1	14,000 piculs rice	31,000 00	1	Sold	
	4	Hong Kong	1	Hong Kong	1	Passengers		1	Fourth July excursion	
			3	Sold	3	Ballast		3	Sold	
	1	Penang	1	Hong Kong	1	General cargo	30,000 00	1	Part of inward cargo	
	1	Yokohama	1	Batavia	1			1	Sold	
	1	Canton	1	Canton	1	Passengers		1	Passengers	
	9		9		9		61,000 00	9		
LISBON.										
C. A. Munro.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.**	2	In port	1	Pomeron	2	Before reported		2	Ballast	
			1	Cuba						

* Entered: 4 barks, and 3 in port—7. Cleared: 2 ships, 5 barks—7. Aggregate tonnage entered, 1,042.
† Entered: 2 barks, 1 brig—3. Cleared: 1 bark, 1 brig—2, and 1 in port. Aggregate tonnage entered, 825.
‡ Entered: 2 ships, 1 bark, 1 steamer. Cleared: Not stated. Aggregate tonnage entered, 2,479 44-95.
§ Entered: 1 schooner, 1 steamer in port. Cleared: 1 schooner, 1 steamer. Tonnage before reported.
‖ Entered: 1 ship, 1 bark, 1 sloop-of-war, 2 steamers—5. Cleared: 1 ship, 1 bark, 2 steamers—4, and 1 in port. Aggregate tonnage entered, 1,476 68-95.
¶ Entered: 2 barks, 2 steamers, 3 ships—7, and 2 sloops-of-war. Cleared: 2 steamers, 1 bark, 2 sloops-of-war—5, and 4 sold. Aggregate tonnage entered, 4,014 8-95.
** Entered: 2 barks in port. Cleared: 2 barks, and 1 in port. Aggregate tonnage entered, 1,134 27-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
PORTUGUESE DOM'NS.										
OPORTO.										
H. W. Diman.										
Quarter ended September 30, 1863.	.....	No arrivals.....	.....	No departures...	.....	.....	.....	.....	.....	.....
FUNCHAL, MADEIRA.										
G. True.										
Quarter ended December 31, 1862.*	3	In port.....	3	New York.....	3	Before reported.....	.....	2	Ballast.....	.....
								1	685 bbls. sugar.....	$8,269 00
									Merchandise.....	1,216 00
	3	.....	3	.....	3	.....	.....	3	.....	9,485 00
Quarter ended March 31, 1863.	.....	No arrivals.....	.....	No departures...	.....	.....	.....	.....	.....	.....
Quarter ended June 30, 1863.†	1	Terceira.....	1	Turk's Island....	1	428 barrels flour, &c.....	$4,000 00	1	Ballast.....	.....
Quarter ended September 30, 1863.	.....	No arrivals.....	.....	No departures...	.....	.....	.....	.....	.....	.....
FAYAL.										
C. W. Dabney.										
Quarter ended December 31, 1862.‡	11	In port.....	8	Whaling cruise..	11	Before reported.....	.....	8	Whaling implements.....	.....
			1	Boston.....				1	Straw hats, &c.....	810 95
			1	Fall River.....				1	Whaling implements.....	.....
			1	In port.....				1	In port.....	.....
	3	New Bedford....	3	Whaling cruise..	3	9,387 gallons sperm oil.....	9,387 00	3	Whaling implements.....	.....
	5	Flores.....	5	....do.....	5	17,272 gallons sperm oil.....	17,272 00	5	....do.....	.....
	4	Whaling cruise..	1	Wrecked.....	1	Whaling implements.....	.....	1	Wrecked.....	.....

			1	Aden	1	....do		1	....do	
			1	Portsmouth	1	....do		1	....do	
			5	In port	5	....do		5	In port	
	5	Akyab	1	Boston	1	Rice		1	Ballast	
			2	New York	2	....do		2	....do	
			1	Akyab	1	....do		1	....do	
			1	Sold	1	....do		1	....do	
	4	Buenos Ayres	1	Boston	1	Hides		1	Wool	
			1	Colombo	1	....do		1	Ballast	
			1	Akyab	1	....do		1	....do	
			1	Bassein	1	Hides and tallow		1	....do	
	8	New York	1	Genoa	1	General cargo		1	Sugar and iron	
			4	New York	4	....do		3	Lead and general cargo	
								1	Ballast	
			3	In port	3	General cargo and petroleum		3	In port	
	2	Philadelphia	1	Portland	1	Petroleum oil		1	Ballast	
			1	Sold	1	....do		1	Sold	
	1	Stockholm	1	Genoa	1	Tar		1	Sugar and iron	
	1	Montevideo	1	In port	1	Hides		1	In port	
	30		30		30			30		
Quarter ended March 31, 1863.§	11	Callao	1	Shields	1	Guano		1	Ballast	
			2	Not stated	1	....do		1	....do	
					1			1		
			1	Greenup	1			1	Ballast	
			3	Cardiff	3			3	....do	
			2	Sunderland	2			2	....do	
			1	England	1			1	....do	
			1	In port	1			1	In port	
	4	New York	1	New York	1	General cargo		1	General cargo	
			1	Sold	1			1	Sold	
			1	Genoa	1			1	General cargo	
			1	Not stated	1			1		
	1	Monterey	1	Sunderland	1			1	Ballast	
	2	Genoa	1	New Castle	1			1	....do	
			1	Sunderland	1			1	....do	
	1	Flushing	1	New York	1			1	General cargo	
	1	Akam	1	Sold	1			1	Sold	
	1	Akyab	1	In port	1			1	In port	
	21		21		21			21		
Quarter ended June 30, 1863.‖	3	In port	1	Eastport	3	Before reported		3	Ballast	
			1	Sunderland						
			1	Cardiff						

* Entered: 1 schooner, 1 brig—2, and 1 in port. Aggregate tonnage entered, 275 81-95.
† Entered: 3 barks, 1 brig, 1 ship—5. Cleared: 3 barks, 1 brig—4, and 1 in port. Aggregate tonnage entered, 1,761 27-95.
‡ Entered: 22 ships, 7 barks, 1 brig—30. Cleared: 11 ships, 2 ships sold, 6 barks, 1 brig—20, and 10 in port. Aggregate tonnage entered, 22,738 12-95.
§ Entered: 17 ships, 1 class not given, 3 barks—21. Cleared: 14 ships, 1 not stated, 1 bark, 1 not stated, 2 sold—19, and 2 in port. Aggregate tonnage entered, 16,698 19-95.
‖ Entered: 13 ships, 1 brig—14, and 3 in port. Cleared: 5 ships, 1 brig—6, and 11 in port. Aggregate tonnage entered, 14,011 58-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BELGIUM.										
ANTWERP.										
A. W. Crawford.										
Quarter ended June 30, 1863—Continued.	11	Callao	1	Cardiff	11	17,213 tons guano	$916,031 00	1	Ballast	
			1	New York				1	Ballast and 142 passengers	
			9	In port				9	In port	
	1	Philadelphia	1	Civita Vecchia	1	1,774 barrels petroleum oil	10,826 00	1	380 tons railroad iron	$13,076 00
	1	Buenos Ayres	1	In port	1	Wool, hides, &c.	288,461 00	1	In port	
	1	Almeira	1	....do	1	750 tons zinc ore, 200 tons esparto grass.	14,000 00	1	....do	
	17		17		17		1,229,318 00	17		13,076 00
Quarter ended September 30, 1863.*	11	In port	8	Cardiff	11	Before reported		10	Ballast	
			1	Sweden				1	Took Norwegian flag	
			1	Gulf of Bothnia						
			1	Sold						
	8	Callao	8	In port	8	12,630 tons guano	820,950 00	8	In port	
	3	Akyab	1	Sold	3	4,884 tons rice	195,360 00	1	Sold	
			1	Akyab				1	Ballast	
			1	In port				1	In port	
	1	Rangoon	1	....do	1	1,110 tons rice	44,400 00	1	....do	
	23		23		23		1,060,750 00	23		
DOMINIONS OF THE NETHERLANDS.										
AMSTERDAM.										
F. J. Klauser.										
Quarter ended December 31, 1862.†	3	Bassein	3	Cardiff	3	51,180 bags rice		3	Ballast	
	1	Galatz	1	....do	1	1,483 chilos rye		1	....do	
	4		4		4			4		

Quarter ended March 31, 1863.‡	1	East Indies	1	Sunderland	1	4,094 baskets sugar, 15,499 bundles ratan.		1	Ballast	
Quarter ended June 30, 1863.§	1	Rangoon	1	New Castle	1	11,871 bags rice		1	Ballast	
Quarter ended September 30, 1863.‖	2	Bassein	1 1	Sunderland London	2	30,000 bags rice		2	Ballast	
	2		2		2			2		
BATAVIA.										
J. S. Diehl.										
Quarter ended December 31, 1862 ¶	1	In port	1	Europe	1	Before reported		1	990 piculs coffee 80 piculs hides 9,180 piculs sugar 260 piculs ratans	40,150 00 2,725 00 113,400 00 2,245 00
	1	Boston	1	Singapore	1	550 tons ice	1,600 00	1		
	2		2		2		1,600 00	2		158,520 00
Quarter ended March 31, 1863.**	2	Boston	1	Singapore	1	329,258 lbs. lead 200 bbls. pilot bread 8 carriages 1,236 dozen chairs 250 oars 600 bbls. and 120 half bbls. flour	18,220 00 1,593 00 1,383 00 956 00 284 00 4,700 00	1	329,258 lbs. lead 250 oars 200 bbls. pilot bread 2 carriages 390 bbls. and 120 half bbls. flour.	18,220 00 284 00 1,593 00 280 00 2,230 00
			1	In port	1	Ice and general cargo	8,500 00	1	In port	
	1	Bushire	1	Singapore	1	General cargo	20,000 00	1	Part of inward cargo	5,000 00
	3		3		3		55,636 00	3		27,607 00
Quarter ended June 30, 1863.††	1 2	In port Boston	1 1	Calcutta Penang and Padang.	1 1	Before reported Ice and general cargo	 35,000 00	1 1	100 cases gum damar 12,873 bundles ratans 5,658 bundles Bandu matting ratans. 855 cales and 1,002.66 piculs rice. 526 baskets sugar, No. 10	1,985 74 6,624 15 2,490 47 2,968 99 24,122 00
			1	In port	1			1	Import	
	1	New York	1	....do	1			1	....do	
	4		4		4		35,000 00	4		38,191 35

* Entered: 12 ships, and 11 in port. Cleared: 11 ships, 2 sold—13, and 10 in port. Aggregate tonnage entered, 11,997 21-95.
† Entered: 3 ships, 1 bark—4. Cleared: 2 ships, 1 bark—3, and 1 in port. Aggregate tonnage entered, 2,957.
‡ Entered and cleared: 1 ship. Tonnage, 593. § Entered and cleared: 1 bark. Tonnage, 534. ‖ Entered and cleared: 2 ships. Aggregate tonnage entered, 1,793.
¶ Entered: 1 ship, and 1 in port. Cleared: 2 ships. Aggregate tonnage entered, 549 1-95.
** Entered: 2 ships, 1 brig. Cleared: 1 ship, 1 brig—2 and 1 in port. Aggregate tonnage entered: 1,002 84-95.
†† Entered: 3 ships, and 1 in port—4. Cleared: 2 ships, and 2 in port. Aggregate tonnage entered: 1,617 85-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
PORTUGUESE DOM'NS.										
LISBON.										
C. A. Munro.										
Quarter ended March 31, 1863—Continued.	1	New York	1	New York	1	55,000 staves 72 barrels flour 150 tons general cargo	$5,500 00 500 00 2,500 00	1	96 tons salt	$300 00
	3		3		3		8,500 00	3		300 00
Quarter ended June 30, 1863.*	1 1 1	In port Ibraila New York	1 1 1	United States do Sydney, Cape B. Island.	1 1 1	Before reported 2,000 quarters barley 45,600 staves, 30 tons general cargo.	 16,000 00 8,000 00	1 1 1	135 moys salt Ballast do	300 00
	3		3		3		24,000 00	3		300 00
Quarter ended September 30, 1863.†	5	New York	1 2 1 1	Belfast, Me Picton New York Cadiz	1 2 1 1	54,000 staves 132,300 staves 68,000 staves 50 cases general cargo 67,200 staves 20 tons general cargo	5,400 00 16,000 00 7,000 00 50 00 9,440 00 2,000 00	1 2 1 1	184 1-5 moys salt Ballast 360 moys salt In port	484 32 850 00
	5		5		5		39,890 00	5		1,334 32
BELGIUM.										
ANTWERP.										
A. W. Crawford.										
Quarter ended December 31, 1862.‡	9	Callao	1 1	Boston Shields	1 1	Guano do	 	1 1	Ballast do	

Quarter ended September 30, 1863.‡	1	Penang	1	Boston	1	Not stated		1	4,002 piculs coffee	80,070 00
	1	Batavia	1	California	1	....do		1	2,400 piculs coffee	48,000 00
	2		2		2			2		128,070 00
ROTTERDAM.										
G. E. Wiss.										
Quarter ended December 31, 1862.§	3	In port	1	United States	1	Before reported		1	Ballast	
			1	New York	1	....do		1	....do	
			1	Sunderland	1	....do		1	....do	
	1	Rangoon	1	....do	1	15,737 bags rice		1	....do	
	2	Baltimore	1	New York	1	703 hhds. tobacco, 13,500 staves, 400 bags bark, 10 bbls. beef.		1	....do	
			1	Baltimore	1	1,376 hhds. tobacco, 7,765 staves, 164 casks chrome ore.		1	....do	
	6		6		6			6		
Quarter ended March 31, 1863.‖	2	Callao	1	Portport	1	1,250 tons guano		1	Ballast	
			1	In port	1	2,300 tons guano		1	In port	
	2	Baltimore	2	Baltimore	2	2,552 hhds. tobacco, 300 bbls. beef, 430 bags bark, 32,200 staves, 2,000 heading.		2	Ballast	
	1	Java	1	In port	1	2,500 baskets sugar		1	In port	
	5		5		5			5		
Quarter ended June 30, 1863.¶	3	In port	1	Baltimore	3	Before reported		3	Ballast	
			1	London						
			1	Sunderland						
	2	Callao	1	Eastport	1	2,000 tons guano		1	....do	
			1	In port	1	1,200 tons guano		1	In port	
	1	Baltimore	1	Baltimore	1	1,062 hhds. tobacco, 5 hhds. stems, 1,910 bbls. flour, 450 bbls. lard, 100 bbls. pork, 305 bbls. beef, 12,000 staves.		1	36 tons zinc, 6 tons copper	
	6		6		6			6		

‡ Entered and cleared: 1 bark, 1 ship—2. Aggregate tonnage entered, 692 5-95.
† Entered: 2 barks, 1 schooner—3, and 2 in port. Cleared: 2 barks, 1 brig, 1 condemned, and 1 in port. Aggregate tonnage entered, 573 79-95.
‡ Entered: 1 ship, 1 bark—2. Cleared: Not stated. Aggregate tonnage, 1,071.
§ Entered: 2 ships, 1 bark—3, and 3 in port. Cleared: 5 ships, 1 bark—6. Aggregate tonnage entered, 5,666 55-95.
‖ Entered: 5 ships. Cleared: 3 ships, and 2 in port. Aggregate tonnage entered, 4,627 34-95.
¶ Entered: 2 ships, 1 bark—3, and 3 in port. Cleared: 5 ships, and 1 in port. Aggregate tonnage entered, 2,866 20-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
DOMINIONS OF THE NETHERLANDS.										
ROTTERDAM.										
G. E. Wiss.										
Quarter ended September 30, 1863.*	1	In port	1	England	1	Before reported		1	Ballast	
	2	Bassein	1	....do	2	3,130 tons rice		1	....do	
			1	In port				1	In port	
	4	Callao	1	Sold	1	1,320 tons guano		1	Sold	
			1	England	1	850 tons guano		1	Ballast	
			1	Bristol	1	760 tons guano		1	....do	
			1	In port	1	1,500 tons guano		1	In port	
	1	Baltimore	1	Baltimore	1	800 hhds. tobacco, 1,050 bbls. flour, &c.		1	Ballast	
	1	Akyab	1	In port	1	1,000 tons rice		1	In port	
	9		9		9			9		
ST. MARTINS.										
C. Rey.										
Quarter ended December 31, 1862.†	1	Guadaloupe	1	Beaufort, N. C.	1			1	Salt, molasses	
	1	Not stated	1	Boston	1			1	Salt, tamarinds	
	1	Cardiff	1	New York	1	Coal		1	1,000 tons coal	
	1	New York	1	....do	1	Flour, meal, and provisions	$5,681 00	1	Salt	
	4		4		4		5,681 00	4		
2d, 3d, and 4th quarters		No report								
HANSE TOWNS.										
BREMERHAVEN.										
F. W. Specht.										
Quarter ended December 31, 1862.‡	1	In port	1	Not stated	1	Before reported		1	Not stated	
	1	Trinidad	1	Havana	1	Sugar and rum		1	Bricks, flag-stones, &c.	
	2	Akyab	1	New York	1	21,000 bags rice		1	Ballast	
			1	Cardiff	1	18,500 bags rice		1	....do	

	3	Rangoon	1	New York	1	25,745 bags rice		1	do	
			1	In port	1	8,900 bags rice		1	In port	
			1	do	1			1	do	
	2	New York	1	Sold	1	Petroleum		1	Sold	
			1	In port	1	do		1	In port	
	2	New Orleans	2	do	2	962 hhds. tobacco		2	do	
	11		11		11			11		
Quarter ended March 31, 1863.§	7	In port	7	Not stated	7	Before reported		3	Sold	
								2	In port	
								2	Ballast	
	1	Mauritius	1	Sold	1	11,840 bags rice		1	Sold	
	1	Batavia	1	England	1	11,272 bags rice		1	Ballast	
	9		9		9			9		
Quarter ended June 30, 1863.‖	1	In port	1	Not stated	1	Before reported		1		
	1	Philadelphia	1	Philadelphia	1	2,558 bbls., 50 cases petroleum		1	Ballast	
	1	Calcutta	1	In port	1	1,600 bags rice, 200 bales jute, 350 boxes castor oil.		1		
	3		3		3			3		
Quarter ended September 30, 1863.¶	1	Calcutta	1	Sunderland	1	800 casks molasses, 1,106 bags rice, 1,000 bales jute, 300 bales cotton.		1	Ballast	
	2	Akyab	1	Sold	1	9,305 bags rice		1	Sold	
			1	In port	1	18,000 bags rice		1	In port	
	1	Rangoon	1	do	1	1,103 bags rice, 500 bales cutch		1	do	
	1	Bassein	1	Cadiz	1	17,868 bags rice		1	Ballast	
	1	Milwaukie	1	Sold	1	General cargo		1	Sold	
	6		6		6			6		
HAMBURG.										
J. H. Anderson.										
Quarter ended December 31, 1862.**	2	In port	1	Sold	1	Before reported		1	Sold	
			1	Gothenburg	1	do.		1	Ballast	

* Entered: 5 ships, 3 barks—8, and 1 in port. Cleared: 2 ships, 3 barks, 1 sold—6, and 3 in port. Aggregate tonnage entered, 6,454 20-95.
† Entered: 1 ship, 3 schooners—4. Cleared: Not stated. Aggregate tonnage entered, 1,047.
‡ Entered: 5 ships, 5 barks—10, and 1 in port. Cleared: 3 ships, 2 barks, 1 sold—6, and 5 in port. Aggregate tonnage entered, 4,299.
§ Entered: 2 ships, and 7 in port. Cleared: 2 ships, 1 bark, 4 sold—7, and 2 in port. Aggregate tonnage entered, 1,735.
‖ Entered: 1 ship, 1 bark—2, and 1 in port. Cleared: 1 bark, and 2 in port. Aggregate tonnage entered, 1,355.
¶ Entered: 4 ships, 1 bark, 1 brig—6. Cleared: 2 ships, 2 sold—4, and 2 in port. Aggregate tonnage entered, 4,136.
** Entered: 2 ships, and 2 in port. Cleared: 2 ships, 1 bark, and 1 in port. Aggregate tonnage entered, 1,365.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
HANSE TOWNS.										
HAMBURG.										
J. H. Anderson.										
Quarter ended December 31, 1862—Cont'd.	1	Callao	1	Shields	1	898 tons guano		1	Ballast	
	1	Onega	1	In port	1	467 deals		1	In port	
	4		4		4			4		
Quarter ended March 31, 1863.*	1	In port	1	Bristol	1	Before reported		1	Deals	
	2	Callao	1	England	1	Guano		1	Ballast	
			1	Sold	1	...do		1	Sold	
	1	Akyab	1	Buenos Ayres	1	Rice		1	Fine sheep and general cargo	
	4		4		4			4		
Quarter ended June 30, 1863.†	3	Callao	1	Sold	1	2,000 tons guano		1	Sold	
			1	Sold	1	Guano		1	Sold	
			1	Grimsby	1	...do		1	Ballast	
	3		3		3			3		
Quarter ended September 30, 1863.‡	6	Callao	1	Boston	6	9,655 tons guano	$402,200 00	2	Ballast	
			4	Sold				4	Sold	
			1	Not stated						
	1	New York	1	New York	1	1,200 tons guano	48,000 00	1	Ballast	
	1	Mexico	1	Newfoundland	1	Mahogany	45,000 00	1	Bread	
	8		8		8		135,200 00	8		

SWEDEN & NORWAY.										
BERGEN.										
O. E. Dreutzer.										
Quarter ended December 31, 1862.§	1	New York	1	England	1	14,040 bushels rye, 250 barrels flour, 2,000 pipe staves.	17,964 00	1	2,000 staves	$200 00
2d, 3d, and 4th quarters		No report								
GOTHENBURG.										
J. P. M. Epping.										
Quarter ended December 31, 1862.‖	1	Hamburg	1	Australia	1	Ballast		1	Deals	
2d and 3d quarters		No report								
4th quarter		No arrivals							No departures	
DANISH DOMINIONS.										
ALTONA.										
W. Marsh.										
Quarter ended December 31, 1862,¶	1	Akyab	1	In port	1	Rice		1	In port	
Quarter ended March 31, 1863.**	1	In port	1	England	1	400 —— rice	16,000 00	1	Ballast	
3d and 4th quarters		No reports								
CHRISTIANSTADT, (SAINT CROIX.)										
E. H. Perkins.										
Quarter ended December 31, 1862.††	3	New York	* 1	Fredericksted	1	Staves and hoops	5,200 00	1	Part of inward cargo	3,979 04
			2	New York	2	Staves, hoops, provisions, horses, and mules.	19,500 00	1	Goat-skins, hides, &c.	450 00

* Entered: 2 ships, 1 bark, and 1 in port. Cleared: 2 ships, 1 bark, and 1 sold. Aggregate tonnage entered, 3,018 57-95ths.
† Entered: 3 ships Cleared: 1 ship, and 2 sold. Aggregate tonnage entered, 3,433 82-95ths.
‡ Entered; 7 ships, 1 schooner—8. Cleared: 3 ships, 1 schooner—4. 4 sold. Aggregate tonnage entered, 5,776 57-95ths.
§ Entered and cleared; 1 schooner. Tonnage, 338 88-95ths.
‖ Entered and cleared: 1 ship. Tonnage, 882.
¶ Entered: 1 bark. Cleared: 1 in port. Tonnage, 398.
** Entered and cleared: 1 bark. Tonnage, 398.
†† Entered; 2 schooners, 5 brigs—7. Cleared: 2 brigs, and 5 not stated. Aggregate tonnage entered, 1,465 49-95ths.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
DANISH DOMINIONS.										
CHRISTIANSTADT, (SAINT CROIX.)										
E. H. Perkins.										
Quarter ended December 31, 1862—Cont'd.	1	New Haven	1	New Haven	1	Staves and provisions	$4,000 00	5	Ballast	
	2	Wilmington	2	New York	2	Meal, flour, provisions, and cooperage.	23,000 00			
	1	Bangor	1	New York	1	White pine lumber	2,700 00			
	7		7		7		54,400 00	7		$4,429 04
Quarter ended March 31, 1863.*	1	Bangor	1	Bangor	1	Lumber	3,000 00			
	1	New Haven	1	Mayaguez	1	Provisions and cooperage	6,700 00	2	Ballast	
	1	Brandywine	1	Porto Rico	1	Meal, flour, and provisions	11,300 00			
	1	New York	1	Fredericksted	1	Mules, horses, and provisions	12,000 00	2	Sugar and molasses	5,200 00
	4		4		4		33,000 00	4		5,200 00
Quarter ended June 30, 1863.†	2	New Haven	1	Porto Rico	1	Provisions and cooperage	6,000 00	1	Part of inward cargo	5,000 00
			1	New Haven	1	Meal and flour	5,900 00	1	Rum and molasses	2,500 00
	1	Wilmington	1	In port	1	Meal and shooks	7,000 00	1	In port	
	3		3		3		18,900 00	3		7,500 00
CHRISTIANSTED.										
J. W. Moore.										
Quarter ended September 30, 1863.‡	1	In port	1	Boston	1	Before reported		1	163 casks molasses, 94 pun. rum	10,007 79
	1	Frederickstadt	1	New York	1	Part of outward cargo		1	172 casks molasses	4,706 16
	1	New Haven	1	Turk's Island	1	Meal, flour, and shingles	5,800 00	1	Ballast	
	1	Wilmington, Del	1	Turk's Island	1	Meal, flour, and provisions	14,267 50	1	do	
	4		4		4		20,067 50	4		14,713 95

			1	....do	1			1	....do	
	2	New York	1	Sold	1	Petroleum		1	Sold	
			1	In port	1	....do		1	In port	
	2	New Orleans	2	....do	2	962 hhds. tobacco		2	....do	
	11		11		11			11		
Quarter ended March 31, 1863.§	7	In port	7	Not stated	7	Before reported		3	Sold	
								2	In port	
								2	Ballast	
	1	Mauritius	1	Sold	1	11,840 bags rice		1	Sold	
	1	Batavia	1	England	1	11,272 bags rice		1	Ballast	
	9		9		9			9		
Quarter ended June 30, 1863.‖	1	In port	1	Not stated	1	Before reported		1		
	1	Philadelphia	1	Philadelphia	1	2,558 bbls., 50 cases petroleum		1	Ballast	
	1	Calcutta	1	In port	1	1,600 bags rice, 200 bales jute, 350 boxes castor oil.		1		
	3		3		3			3		
Quarter ended September 30, 1863.¶	1	Calcutta	1	Sunderland	1	800 casks molasses, 1,106 bags rice, 1,000 bales jute, 300 bales cotton.		1	Ballast	
	2	Akyab	1	Sold	1	9,305 bags rice		1	Sold	
			1	In port	1	18,000 bags rice		1	In port	
	1	Rangoon	1	....do	1	1,103 bags rice, 500 bales cutch		1	....do	
	1	Bassein	1	Cadiz	1	17,868 bags rice		1	Ballast	
	1	Milwaukie	1	Sold	1	General cargo		1	Sold	
	6		6		6			6		
HAMBURG.										
J. H. Anderson.										
Quarter ended December 31, 1862.**	2	In port	1	Sold	1	Before reported		1	Sold	
			1	Gothenburg	1	....do		1	Ballast	

* Entered: 5 ships, 3 barks—8, and 1 in port. Cleared: 2 ships, 3 barks, 1 sold—6, and 3 in port. Aggregate tonnage entered, 6,454 20-95.
† Entered: 1 ship, 3 schooners—4. Cleared: Not stated. Aggregate tonnage entered, 1,047.
‡ Entered: 5 ships, 5 barks—10, and 1 in port. Cleared: 3 ships, 2 barks, 1 sold—6, and 5 in port. Aggregate tonnage entered, 4,299.
§ Entered: 2 ships, and 7 in port. Cleared: 2 ships, 1 bark, 4 sold—7, and 2 in port. Aggregate tonnage entered, 1,735.
‖ Entered: 1 ship, 1 bark—2, and 1 in port. Cleared: 1 bark, and 2 in port. Aggregate tonnage entered, 1,355.
¶ Entered: 4 ships, 1 bark, 1 brig—6. Cleared: 2 ships, 2 sold—4, and 2 in port. Aggregate tonnage entered, 4,136.
** Entered: 2 ships, and 2 in port. Cleared: 2 ships, 1 bark, and 1 in port. Aggregate tonnage entered, 1,365.

Navigation and commerce of the United States with foreign countries—Continued.

Country, consulate, name of consul, and date of returns.	Vessels. Entered. No. of vessels.	Vessels. Entered. Where from.	Vessels. Cleared. No. of vessels.	Vessels. Cleared. Where for.	Cargoes. Inward. No. of vessels.	Cargoes. Inward. Description.	Cargoes. Inward. Value.	Cargoes. Outward. No. of vessels.	Cargoes. Outward. Description.	Cargoes. Outward. Value.
DANISH DOMINIONS.										
ST. THOMAS.										
J. T. Edgar.										
Quarter ended December 31, 1862—Cont'd.	1	New York	1	Laguyra	1	General cargo	$10,000 00	1	General cargo	$10,000 00
	1	New London	1	Arroya	1	Provisions	8,000 00	1	Ballast	
	3	Newport	1	Turk's Island	1	Coal	5,000 00	1	....do	
			1	Sombrero	1	Coal	7,500 00	1	....do	
			1	In port	1	Coal	6,000 00	1	In port	
	1	Cerat's Island	1	New York	1	Ballast		1	Ballast	
	3	Martinique	1	Turk's Island	1	....do		1	....do	
			1	St. Domingo	1	....do		1	....do	
			1	New York	1	....do		1	....do	
	5	Boston	3	Turk's Island	3	Ice and provisions	15,000 00	3	....do	
			1	In port	1	General cargo	100,000 00	1	In port	
			1	Cuba	1	....do	5,000 00	1	Ballast	
	2	Guadaloupe	1	New York	1	Ballast		1	....do	
			1	Turk's Island	1	....do		1	....do	
	3	Barbadoes	1	....do	1	....do		1	....do	
			1	New York	1	....do		1	....do	
			1	In port	1	....do		1	In port	
	1	Oporto	1	Cuba	1	....do		1	Ballast	
	1	Glasgow	1	Cerat's Island	1	General cargo	30,000 00	1	....do	
	1	St. Lucia	1	Cuba	1	Ballast		1	....do	
	43		43		43		538,500 00	43		161,000 00
Quarter ended March 31, 1863.*	6	In port	1	In port	6	Before reported		1	In port	
			2	New York				2	Ballast	
			1	San Francisco				1	General cargo	
			1	Turk's Island				1	Ballast	
			1	Condemned				1	Condemned	
	4	Martinique	1	New York	1	Ballast		1	Ballast	
			1	Cuba	1	....do		1	....do	
			1	Aspinwall	1	Copper	4,000 00	1	General cargo	4,000 00

			1	Cardenas	1	Ballast			1	Ballast	
	1	Crab Island	1	Boston	1	....do			1	General cargo	
	3	Demerara	2	Porto Rico	2	....do			2	Ballast	
			1	Mayaguez	1	....do			1	....do	
	1	Antigua	1	Porto Rico	1	Provisions	2,500 00		1	....do	
	1	Lisbon	1	Cuba	1	Ballast			1	....do	
	4	Rio de Janeiro	2	Cuba	2	....do			2	....do	
			2	Baltimore	2	....do			2	....do	
	1	Cape de Verde	1	Cienfuegos	1	....do			1	....do	
	1	St. Kitts	1	Boston	1	....do			1	....do	
	1	Gloucester	1	Jamaica	1	General cargo	2,000 00		1	....do	
	3	Barbadoes	1	Aves Island	1	Ballast			1	....do	
			1	Cuba	1	....do			1	....do	
			1	Fortune Island	1	General cargo	2,400 00		1	....do	
	3	Boston	1	Cienfuegos	1	Shooks	5,000 00		1	Shooks	5,000 00
			1	In part	1	General cargo	200,000 00		1	In port	
			1	Grand Cayman	1	....do	3,000 00		1	Ballast	
	3	Trinidad	1	Nova Scotia	1	Ballast			1	....do	
			2	Philadelphia	2	....do		}	2	....do	
	4	St. Croix	2	St. Croix	1	Cooperage	2,000 00				
					1	Ballast			2	Ballast	
			1	In port	1	....do			1	In port	
			1	New York	1	Rum	12,000 00		1	Rum	
	3	New York	2	In port	2	General cargo	325,000 00		2	In port	
			1	St. Croix	1	....do	15,000 00		1	Ballast	
	1	Bissan	1	Salem	1	Hides	25,000 00		1	Hides	25,000 00
	1	Castine	1	New York	1	Ballast			1	Ballast	
	1	Machias	1	St. Croix	1	General cargo	1,500 00		1	General cargo	1,500 00
	1	Cadiz	1	New York	1	Ballast			1	Ballast	
	1	Para	1	....do	1	Rubber	75,000 00		1	Rubber	75,000 00
	1	Callao	1	....do	1	Copper regulus	200,000 00		1	Copper regulus	200,000 00
	1	Aves Island	1	Baltimore	1	Guano	2,000 00		1	Guano	2,000 00
	1	Brazil	1	New York	1	Hides	10,000 00		1	Hides	10,000 00
	1	Searsport	1	Buckport	1	Lumber			1	Ballast	
	2	Philadelphia	1	Panel?	1	General cargo	6,000 00		1	General cargo	6,000 00
			1	In port	1	Coal	4,000 00		1	In port	
	1	St. Michael's	1	Arrago	1	Ballast			1	Ballast	
	2	Newport	1	Philadelphia	1	Coal	2,000 00		1	....do	
			1	Cuba	1	Coal	3,000 00		1	....do	
	53		53		53		901,400 00		53		328,000 00
Quarter ended June 30, 1863.†	6	In port	6	Not stated	6	Before reported			6	Not stated	
	3	Rio Janeiro	1	Baltimore	1	Coffee	22,000 00		1	Coffee	22,000 00
			1	Cuba	1	Ballast			1	Ballast	
			1	New York	1	....do			1	....do	
	1	Callao	1	Comes	1	Guano	60,000 00		1	Guano	60,000 00
	1	Porto Rico	1	St. Martha	1	Ballast			1	Ballast	

* Entered: 21 schooners, 14 brigs, 8 barks, 4 ships—47, and 6 in port. Cleared: 21 schooners, 14 brigs, 9 barks, 4 ships—48, and 5 in port. Aggregate tonnage entered, 12,411

† Entered: 4 barks, 5 ships, 11 schooners, 10 brigs—30, and 6 in port. Cleared: 4 barks, 9 ships, 9 schooners, 10 brigs—32, and 4 in port. Aggregate tonnage entered, 9,212.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
DANISH DOMINIONS.										
CHRISTIANSTADT, (SAINT CROIX.)										
E. H. Perkins.										
Quarter ended December 31, 1862—Cont'd.	1	New Haven	1	New Haven	1	Staves and provisions	$4,000 00	5	Ballast	
	2	Wilmington	2	New York	2	Meal, flour, provisions, and cooperage.	23,000 00			
	1	Bangor	1	New York	1	White pine lumber	2,700 00			
	7		7		7		54,400 00	7		$4,429 04
Quarter ended March 31, 1863.*	1	Bangor	1	Bangor	1	Lumber	3,000 00			
	1	New Haven	1	Mayaguez	1	Provisions and cooperage	6,700 00	2	Ballast	
	1	Brandywine	1	Porto Rico	1	Meal, flour, and provisions	11,300 00			
	1	New York	1	Fredericksted	1	Mules, horses, and provisions	12,000 00	2	Sugar and molasses	5,200 00
	4		4		4		33,000 00	4		5,200 00
Quarter ended June 30, 1863.†	2	New Haven	1	Porto Rico	1	Provisions and cooperage	6,000 00	1	Part of inward cargo	5,000 00
			1	New Haven	1	Meal and flour	5,900 00	1	Rum and molasses	2,500 00
	1	Wilmington	1	In port	1	Meal and shooks	7,000 00	1	In port	
	3		3		3		18,900 00	3		7,500 00
CHRISTIANSTED.										
J. W. Moore.										
Quarter ended September 30, 1863.‡	1	In port	1	Boston	1	Before reported		1	163 casks molasses, 94 pun. rum	10,007 79
	1	Frederickstadt	1	New York	1	Part of outward cargo		1	172 casks molasses	4,706 16
	1	New Haven	1	Turk's Island	1	Meal, flour, and shingles	5,800 00	1	Ballast	
	1	Wilmington, Del.	1	Turk's Island	1	Meal, flour, and provisions	14,267 50	1	do	
	4		4		4		20,067 50	4		14,713 95

	2	St. Lucia	2	Baltimore	2	Ballast		2	Ballast	
	1	Bombay	1	New York	1	General cargo	500,000 00	1	General cargo	500,000 00
	2	Boston	1	Boston	1	Ice	2,000 00	1	....do	
			1	In port	1	General cargo	7,000 00	1	In port	
	1	Nassau	1	New Haven	1	....do	4,000 00	1	....do	
	15		15		15		568,300 00	15		540,000 00
FREDERICKSTADT, ST. CROIX.										
W. F. Moore.										
Quarter ended December 31, 186 .†	1	Christianstadt	1	Turk's Island	1	51,400 staves, 11,750 hoops, 7,755 lbs. machinery.	3,979 04	1	Ballast	
	2	Bangor	1	....do	1	232,000 shingles, 113,019 feet white pine and spruce lumber.	2,163 89	1	....do	
			1	Trinidad de Cuba	1	351,000 shingles, 117,841 feet white pine and spruce lumber.	2,565 98	1	....do	
	1	New York	1	New York	1	41,500 staves, 7,500 wood hoops, 103 barrels pork, &c.	8,400 00	1	Oranges, sugar, old iron	2,000 00
	1	Brandywine	1	Turk's Island	1	275 pun. meal, 400 bbls. flour	9,756 25	1	Ballast	
	5		5		5		26,865 06	5		2,000 00
Quarter ended March 31, 1863.‡	1	Boston	1	Trinidad de Cuba	1	87,635 feet lumber, 6,300 wood hoops, 500 shooks.	3,594 91	1	Ballast	
	2	St. Thomas	1	....do	1	Ballast		1	....do	
			1	Holmes's Hole	1	....do		1	Sugar and molasses	3,719 19
	1	New York	1	New York	1	22,700 hoops, 51,601 staves	8,610 04	1	Sugar, molasses, and rum	5,040 30
	1	Frankfort	1	St. Thomas	1	Discharged no cargo		1	Same as inward	
	1	Christianstadt	1	New York	1	Part of outward cargo		1	Sugar, molasses, and rum	12,254 05
	1	Wilmington	1	In port	1	307 pun. meal, 324 bbls. flour	13,090 63	1	In port	
	7		7		7		25,295 58	7		21,013 54
Quarter ended June 30, 1863.§	1	In port	1	Mayaguez	1	Before reported		1	Ballast	
	1	New Haven	1	New York	1	100 pun. meal, 85 nests casks, 4,500 hoops, 6 horses, 6 mules, &c.	6,724 33	1	2 puncheons rum, 238 casks molasses.	8,947 40
	1	Wilmington	1	....do	1	400 pun. meal, 5,000 hoops, 54 barrels pork, &c.	10,258 00	1	366 casks molasses, 157 sheep.	10,279 32

* Entered: 2 steamers, 2 barks, 3 brigs, 1 ship, 3 schooners—11, and 4 in port. Cleared: 6 schooners, 2 steamers, 1 bark, 2 brigs, 1 ship—12, and 3 in port. Aggregate tonnage ntered, 4,268.

† Entered and cleared: 1 brigantine, 4 schooners—5. Aggregate tonnage entered, 1,024 68-95.

‡ Entered: 2 brigantines, 5 schooners—7. Cleared: 2 brigantines, 4 schooners—6, and 1 in port. Aggregate tonnage entered, 1,346 94-95.

§ Entered: 1 bark, 4 brigs—5, and 1 in port. Cleared: 1 bark, 2 brigs, 1 schooner—4, and 2 in port. Aggregate tonnage entered, 915 59-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
DANISH DOMINIONS.										
FREDERICKSTADT, ST. CROIX.										
W. F. Moore.										
Quarter ended June 30, 1863—Continued.	1	Wilmington	1	Christianstadt	1	270 pun. and 50 bbls. meal, 200 bbls. flour, 20 hhds. oats, 20 pun. oat meal, 20 puncheons navy bread.	$9,753 03	1	71 casks molasses	$1,602 40
	1	New York	1	In port	1	150 pun. meal, 178 barrels flour, 56 barrels pork, &c.	8,500 00	1	In port	
	1	Bangor	1	....do	1	56,748 feet white pine lumber, 11,635 feet spruce lumber, 364,000 shingles.	2,787 61	1	....do	
	6		6		6		38,022 97	6		20,829 12
Quarter ended September 30, 1863.*	2	In port	1	New York	2	Before reported		1	177 casks molasses, 2 bbls. sugar	6,393 00
			1	Turk's Island				1	Ballast	
	1	St. Thomas	1	St. Thomas	1	Provisions and notions	966 00	1	Part inward cargo	
	2	Bangor, Me	2	Turk's Island	2	148,935 feet lumber, 110,000 shingles.	5,786 58	2	Ballast	
	5		5		5		6,752 58	5		6,393 00
RUSSIAN DOMINIONS										
AMOOR RIVER.										
H. G. O. Chase.										
Quarter ended December 31, 1862.†	1	Boston *via* Hong Kong.	1	Nagasaki and Shanghai.	1	Not stated		1	Not stated	
Quarter ended March 31, 1863.		No report								

Quarter ended June 30, 1863.‡	4	San Francisco	2	San Francisco	4	1,040 tons assorted merchandise.	159,790 47	2	Salt and dry goods	.....
			2	In port				2	In port	
	1	De Castries Bay	1	In port	1			1	In port	
	5		5		5		159,790 47	5		.....
Quarter ended September 30, 1863.§	4	San Francisco	4	San Francisco	4	1,040 tons general merchandise.	164,840 47	4	Unknown	.....
	2	De Castries	2	De Castries	2	Ballast		2	Ballast	
	6		6		6		164,840 47	6		.....
CRONSTADT.										
A. Wilkins.										
Quarter ended December 31, 1862.‖	1	Antwerp	1	New York	1	Ballast		1	20,262 lbs. sheet iron, 5,039 lbs. cordage, 17,325 lbs. junk, 1,966 lbs. flax, 2,400 lbs. tar, 587 lbs. horsehair, 80 lbs. red leather, 112 lbs. bristles, 114,000 arsheens crash, 1,570 pieces dunnage mats.	Not given.
Quarter ended March 31, 1863.		No report								
Quarter ended June 30, 1863.¶	3	Newcastle	1	New York	3	1,566 tons coal, 385 tons coke, and 225 tons fire-brick.			1,518 pds. steel, 8,203 pds. hemp, 17,591 pds. cordage, 19,498 pds. junk, 35,526 pds. rags, 3,779 pieces sail-cloth, 1,615 pieces raven's duck, 4,480 broad diapers, 816,000 arsh. crash, 348 pds. bristles, 2,056 pds. horsehair, 2,599 pds. flax, 1,301 pds. flax-tow, and 3,020 mats.	.....
			1	Wyborg						
			1	In port						
	2	Havre	1	Boston	1	Ballast				
			1	In port	1	682 bbls. sugar				
	2	London	2	Boston	2	Ballast		5		
	1	Glasgow	1	New York	1	140 tons coal, 200 tons gas-pipes, and 204 tons fire-brick.				
	1	Boston	1	In port	1	15½ chests tea, 350 bales sarsaparilla, 500 boxes extract of logwood, 1 box effects, and 288 tons logwood.		1	Ballast	
								3	In port	
	9		9		9			9		

* Entered: 2 schooners, 1 brigantine—3, and 2 in port. Cleared: 1 brig. 2 brigantines. 2 schooners—5. Aggregate tonnage entered, 572 81-95.
† Entered and cleared: 1 bark. Tonnage, 376 14-95. ‡ Entered: 4 brigs, 1 sloop—5. Cleared: 2 brigs, and 2 in port. Aggregate tonnage entered, 890 89-95.
§ Entered and cleared: 4 brigs, 2 sloops—6. Aggregate tonnage entered, 890 89-95. ‖ Entered and cleared: 1 ship. Tonnage, 749 61-95.
¶ Entered: 3 ships, 3 barks, 2 brigantines, 1 schooner—9. Cleared: 3 ships, 1 bark, 2 brigantines—6, and 3 in port Aggregate tonnage entered, 4,327 85-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
RUSSIAN DOMINIONS.										
CRONSTRADT.										
A. Wilkins.										
Quarter ended September 30, 1863.*	3	In port	1	Gloucester	1	Before reported		1	1,174 dozen deals	
			1	Boston	1	....do		1	5,242 pds. flax-tow, 732 pds. cordage, 4,639 pds. junk, 2,075 pds. lignumvitæ, 1,545 pieces sail-cloth, 440 pieces raven's duck, and 550 pieces mats.	
			1	Aberdeen	1	....do		1	4,057 pounds bones	
	3	In Boston	1	Boston	1	30 hhds. quercitron bark, 83 tons fustic, 298 tons logwood, 150 dozen wooden pails, and 3 bbls. iron castings.		1	5,462 pds. flax-tow, 1,156 pds. cordage, 9,540 pds. junk, 567 pounds oakum, 14 pds. bristles, 116 pds. red leather, 190 pieces raven's duck, 400 pieces mats, 83,000 arsh. crash.	
			1	London	1	487 tons coal		1	Rags, horse-manes, and crash	
			1	In port	1	Sarsaparilla and logwood		1	In port	
	1	Cardiff	1	Husum	1	Railway iron and coals		1	Ballast	
	1	Hull	1	Boston	1	Ballast		1	Clean hemp and crash	
	1	Newcastle	1	In port	1	Cement, soda, and fire-bricks		1	In port	
	9		9		9			9		
WIBORG.										
J. Sparrow.										
1st and 2d quarters		No reports								
Six months to October 13, 1863.†	1	Cronstradt	1	Bordeaux	1	Ballast		1	176 standard hundred deals and battens.	$6,560 00

AUSTRIA.										
TRIESTE.										
R. Hildreth.										
Quarter ended December 31, 1862.‡	1	Boston	1	Messina & Boston.	1	140 bags cocoa, 100 bbls. rum, 227 bags coffee, and 260 tons logwood.	$21,000 00	1	Prunes and currants	2,200 00
Quarter ended March 31, 1863.§	2	Boston	1	Messina	1	Alcohol, rum, logwood, coffee, &c	12,520 00	1	Ballast	
			1	Palermo	1	....do	16,800 00	1	....do	
	1	Miragoane	1	In port	1	671 tons logwood, 400 bags coffee	22,000 00	1	In port	
	3		3		3		51,320 00	3		
Quarter ended June 30, 1863.‖	1	In port	1	New York	1	Before reported		1	Salt, gum, &c	4,000 00
	1	Boston	1	Boston	1	Coffee, logwood, &c	39,259 00	1	Currants, gum, &c	16,000 00
	2		2		2		39,259 00	2		20,000 00
Quarter ended September 30, 1863.		No report								
PRUSSIA.										
STETTIN.										
C. J. Sundell.										
Quarter ended December 31, 1862.		No arrivals							No departures	
Quarter ended March 31, 1863.		No arrivals							No departures	
Quarter ended June 30, 1863.¶	1	New York	1	In port	1	Guano		1	In port	
Quarter ended September 30, 1863.**	1	In port	1	Newport	1	395 tons guano	17,000 00	1	3,669 railroad ties and sleepers	3,470 00

* Entered: 5 barks, 1 schooner—6, and 3 in port. Cleared: 6 barks, 1 schooner—7, and 2 in port. Aggregate tonnage entered, 2,793 60-95.
† Entered and cleared: 1 schooner. Tonnage, 422.
‡ Entered and cleared: 1 bark. Tonnage, 383. § Entered: 1 ship, 1 bark, 1 brig—3. Cleared: 1 bark, 1 brig—2, and 1 in port. Aggregate tonnage, 1,179 25-95.
‖ Entered: 1 bark, 1 ship in port. Cleared: 1 ship and 1 bark. Aggregate tonnage, 335 28-95. ¶ Entered: 1 schooner, and still in port. Tonnage, 338 82-95.
** Entered: 1 schooner, in port. Cleared: 1 schooner. Tonnage, 338 82-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SARDINIA.										
CAGLIARI.										
E. Pernis.										
Quarter ended December 31, 1862.	.....	No report.....	.....	.....	.....	.....	.....	.....	No report.....	.....
Quarter ended March 31, 1863.*	1	Leghorn.....	1	Carlskrona	1	Ballast.....	.....	1	510½ tons salt.....	$687 00
Quarter ended June 30, 1863.	.....	No arrivals	.....	.....	.....	.....	.....	.....	No departures.....	.....
Quarter ended September 30, 1863.	.....	No arrivals	.....	.....	.....	.....	.....	.....	No departures.....	.....
GENOA.										
D. H. Wheeler.										
Quarter ended December 31, 1862.†	11	In port.....	1	Condemned.....	11	Before reported.....	.....	1	Condemned.....	.....
			2	Gibraltar.....				9	Ballast.....	.....
			3	Leghorn.....						
			2	New York.....						
			1	Marseilles.....						
			1	Huelva.....						
			1	Antwerp.....				1	General cargo.....	34,476 00
	2	Liverpool	1	Leghorn.....	2	2,435 tons coal.....	$17,927 00	1	Ballast.....	.....
			1	In port.....	.....	.....	.....	1	In port.....	.....
	4	New York.....	1	Palermo.....	4	2,135 hhds. tobacco, 275 tons logwood, 1,200 boxes extract of logwood, 300 bbls. beef, 1,500 bxs. starch, 4,850 staves.	582,770 00	.....	.....	.....
			2	In port.....	.....	.....	.....	2	Ballast.....	.....
			1	Messina.....	.....	.....	.....	2	In port.....	.....
	2	Callao.....	1	Leghorn.....	2	3,800 tons guano.....	243,500 00	1	Ballast.....	.....
			1	In port.....	.....	.....	.....	1	In port.....	.....

	2	Antwerp	1	Palermo	1	430 tons railroad iron, 300 tons refined sugar.	73,500 00	1	Ballast	
			1	In port	1	250 tons railroad iron	10,000 00	1	In port	
	1	Cork	1	....do	1	1,830 tons railroad iron	72,520 00	1	....do	
	1	Cardiff	1	....do	1	166 tons railroad iron	6,640 00	1	....do	
	1	New Orleans	1	....do	1	343 hhds. tobacco, 20 packages old copper, 15,000 staves.	90,406 00	1	....do	
	24		24		24		1,097,263 00	24		34,476 00
Quarter ended March 31, 1863.‡	7	In port	2	Constantinople						
			1	Naples	7	Before reported		1	Ballast	
			1	Leghorn				1	673 hhds. tobacco	116,326 00
			3	Palermo				5	Ballast	
	1	Cardiff	1	Trapani	1	1,650 tons coal	11,962 00	1	....do	
	2	Androssin	1	Constantinople	1	380 tons coal	2,650 00	1	....do	
			1	Huelva	1	800 tons pig iron	16,000 00	1	....do	
	1	Marseilles	1	Alicante	1	40 cases bacon, 1,000 bbls. alcohol	22,000 00	1	....do	
	1	New York	1	Messina	1	1,000 bbls. alcohol, 229 cases bacon	28,560 00	1	....do	
	1	Liverpool	1	In port	1	923 tons coal	6,923 00	1	In port	
	1	Antwerp	1	....do	1	600 tons railroad iron	24,000 00	1	....do	
	14		14		14		112,095 00	14		116,326 00
Quarter ended June 30, 1863.§	2	In port	1	Gibraltar						
			1	Leghorn	2	Before reported		2	Ballast	
	6	Cardiff	1	Canada	1	653 tons pig iron	13,060 00	1	....do	
			2	Trapani	2	3,044 tons coal	24,352 00	2	....do	
						50 crates crockery	2,220 00			
			2	Leghorn	2	500 tons coal, 800 tons guano	60,000 00	2	....do	
			1	Isle of Elba	1	544 tons coal	4,352 00	1	....do	
	2	Sunderland	1	Sold	1	800 tons coal	6,400 00	1	Sold	
			1	Liverpool	1	1,200 tons coal	9,600 00	1	Ballast	
	1	New York	1	Alicante	1	294 hhds. tobacco	88,200 00	1	....do	
	1	Marseilles	1	In port	1			1	In port	
	1	Callao	1	....do	1	27 cases medicine	2,980 00			
						216 bbls. petroleum	2,880 00	1	....do	
						30 tons logwood	900 00			
	13		13		13		214,944 00	13		
Quarter ended September 30, 1863.‖	2	In port	1	Marseilles	2	Before reported		2	Not stated	
			1	Callao						

* Entered and cleared: 1, class not given. Tonnage, 385.
† Entered: 6 ships, 6 barks, 1 brig—13, and 11 in port. Cleared: 10 ships, 5 barks, 1 condemned—16, and 8 in port. Aggregate tonnage entered, 7,888.
‡ Entered: 4 ships, 2 barks, 1 brig—7, and 7 in port. Cleared: 5 ships, 5 barks, 2 brigs—12, and 2 in port. Aggregate tonnage entered, 4,575.
§ Entered: 5 ships, 5 barks, 1 schooner—11, and 2 in port. Cleared: 6 ships, 4 barks, 1 schooner—11, and 2 in port. Aggregate tonnage entered, 6,338.
‖ Entered: 2 barks, 1 brig—3, and 2 in port. Cleared: 3 barks and 2 in port. Aggregate tonnage entered, 1,307.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
RUSSIAN DOMINIONS.										
CRONSTRADT.										
A. Wilkins.										
Quarter ended September 30, 1863.*	3	In port	1	Gloucester	1	Before reported		1	1,174 dozen deals	
			1	Boston	1	....do		1	5,242 pds. flax-tow, 732 pds. cordage, 4,639 pds. junk, 2,075 pds. lignumvitæ, 1,545 pieces sail-cloth, 440 pieces raven's duck, and 550 pieces mats.	
			1	Aberdeen	1	....do		1	4,057 pounds bones	
	3	In Boston	1	Boston	1	30 hhds. quercitron bark, 83 tons fustic, 298 tons logwood, 150 dozen wooden pails, and 3 bbls. iron castings.		1	5,462 pds. flax-tow, 1,156 pds. cordage, 9,540 pds. junk, 567 pounds oakum, 14 pds. bristles, 116 pds. red leather, 190 pieces raven's duck, 400 pieces mats, 83,000 arsh. crash.	
			1	London	1	487 tons coal		1	Rags, horse-manes, and crash	
			1	In port	1	Sarsaparilla and logwood		1	In port	
	1	Cardiff	1	Husum	1	Railway iron and coals		1	Ballast	
	1	Hull	1	Boston	1	Ballast		1	Clean hemp and crash	
	1	Newcastle	1	In port	1	Cement, soda, and fire-bricks		1	In port	
	9		9		9			9		
WIBORG.										
J. Sparrow.										
1st and 2d quarters		No reports								
Six months to October 13, 1863.†	1	Cronstradt	1	Bordeaux	1	Ballast		1	176 standard hundred deals and battens.	$6,560 00

Quarter ended March 31, 1863. ‡	4	In port	1	Boston	4	Before reported		1	876 tons marble, rags, & straw.	40,000 00
			1	Palermo				2	Ballast	
			1	Messina				1	950 tons marble and rags	35,000 00
			1	New York						
	2	Swansea	1	Boston	1	Fuel		1	1,000 tons marble and rags	42,000 00
			1	Lisbon	1	Fuel		1	Ballast	
	2	Cardiff	1	Rio and Newport.	1	Iron rails		1	....do	
			1	Cagliari	1	....do		1	....do	
	1	Genoa	1	Boston	1	Ballast		1	1,400 tons marble and rags	52,000 00
	1	New York	1	Messina	1	1,900 bbls. alcohol	20,000 00	1	Ballast	
	1	Naples	1	In port	1	Ballast		1	In port	
	11		11		11		20,000 00	11		169,000 00
Quarter ended June 30, 1863. §	1	In port	1	New York	1	Before reported		1	Marble, rags, straw, oil	41,000 00
	2	Genoa	1	....do	1	Ballast		1	....do	33,500 00
			1	In port	1	....do		1	In port	
	1	Cardiff	1	Liverpool	1	Iron rails		1	Marble, rags, boracic acid	
	2	Marseilles	1	Boston	1	Ballast		1	Marble, rags	3,500 00
			1	In port	1	....do		1	In port	
	6		6		6			6		78,000 00
Quarter ended September 30, 1863. ‖			1	Boston	2	Before reported		2	Marble, rags, oil	17,398 90
	2	In port	1	New York						
	1	Genoa	1	....do	1	Ballast		1	Marble, rags, straw	5,350 00
	1	Cardiff	1	....do	1	Fuel		1	Marble, rags, alabaster	7,000 00
	1	Malta	1	In port	1	Ballast		1	In port	
	1	Civita Vecchia	1	Antwerp	1	....do		1	Marble, rags, &c	
	6		6		6			6		29,748 90
TWO SICILIES.										
MESSINA.										
F. W. Behn.										
Quarter ended December 31, 1862. ¶	3	Constantinople	1	Constantinople	1			1		
			1	New York	1			1	384 cantans brimstone, 5 cantans cork-wood, 200 bales cotton rags, 100 boxes shel'd almonds, 200 bags filberts, 750 bags sumac, 1,215 boxes lemons, 1,060 boxes oranges.	9,577 00
			1	In port	1			1	In port	

* Entered and cleared, 1 brig. Tonnage, 195. † Entered: 5 ships, 2 barks, 1 brig—8, and 3 in port. Cleared: 5 ships, 2 barks—7, and 4 in port. Aggregate tonnage entered, 5,461.
‡ Entered: 4 ships, 1 bark, 2 brigs—7, and 1 in port. Cleared: 5 ships, 2 barks, 3 brigs—10, and 1 in port. Aggregate tonnage entered, 4,822.
§ Entered: 2 ships, 2 barks, 1 brig—5, and 1 in port. Cleared: 2 ships, 1 bark, 1 brig, and 2 in port. Aggregate tonnage entered not stated.
‖ Entered: 1 ship, 1 bark, 1 brig, 1 schooner—4, and 2 in port. Cleared: 2 ships, 1 bark, 1 brig, 1 schooner—5, and 1 in port. Aggregate tonnage entered, 2,489.
¶ Entered: 11 barks, 6 brigs—17. Cleared: 6 barks, 6 brigs—12, and 5 in port. Aggregate tonnage entered, 5,176.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
TWO SICILIES.										
MESSINA.										
F. W. Behn.										
Quarter ended December 31, 1862.—Con't.	1	Cette	1	New York	1			1	262 cantans brimst'ne, 291 bags filberts, 250 bags almonds, 149 bales cotton and linen rags, 140 bags sumac, 900 boxes lemons, 2,807 boxes oranges.	$10,285 00
	1	Genoa	1	do	1			1	740 cantans brimst'ne, 63 bags hemp-seed, 400 bags filberts, 35 bales cotton rags, 2,988 boxes lemons.	10,550 00
	1	Palermo	1	do	1			1	200 bags filberts, 2,486 boxes lemons.	5,650 00
	1	Boston	1	Boston	1	36,600 box shooks, 2,000 boards, 40 bbls. rum, 200 kegs nails.	$5,300 00	1	832 cantans brimstone, 314 bags sumac, 50 bags canary seed, 62 bags hemp-seed, 100 boxes almonds, 25 bags walnuts, 6 casks argols, 200 bags filberts, 30 bales cotton rags, 10 cases pumice stone, 35 cases and 700 boxes lemons, 2,218 boxes oranges.	10,710 00
	2	Girgenti	1	do	1			1	1,920 cantans brimst'e, 600 bx's lemons, 4,600 boxes oranges.	9,900 00
			1	In port	1			1	In port	
	3	Marseilles	1	Not stated	1			1	380 cantans brimstone, 700 bags sumac, 35 bags walnuts, 80 bales cotton rags, 100 boxes almonds, 600 boxes lemons, 3,700 boxes oranges.	9,450 00
			2	In port	2			2	In port	

	2	Smyrna	2	Boston	2			2	720 cantars brimstone, 25 bags walnuts, 190 cans and 1,059 boxes lemons, 6,936 boxes oranges, 80 bales cotton rags.	13,115 00
	1	Alicante	1	Philadelphia	1			1	500 cantars brimstone, 40 bags walnuts, 49 bales rags, 105 boxes almonds, 550 bags sumac, 30 bags hemp-seed, 40 jars essences, 700 boxes lemons, 3,300 boxes oranges.	13,590 00
	1	Spezia	1	Boston	1	20 tons logwood	500 00	1	300 cantars brimstone, 40 bags filberts, 50 bags walnuts, 200 boxes almonds, 440 boxes lemons, 1,750 boxes oranges.	5,500 00
	1	Trieste	1	In port	1			1	In port	
	17		17		17		5,800 00	17		98,327 00
Quarter ended March 31, 1863.*	5	In port	3	Boston	5	Before reported		3	1,680 cantars brimstone, 12,435 boxes oranges, 2,250 boxes lemons, 682 bags sumac, 35 bags hemp-seed, 100 boxes almonds, 4 casks argols, 8 jars essences.	26,560 00
			1	New York				1	100 cantars brimstone, 80 bales rags, 100 bags filberts, 10 half-pipes oil, 4,400 boxes oranges, 100 boxes lemons.	12,300 00
			1	Philadelphia				1	1,280 cantars brimstone, 70 bales rags, 200 bags sumac, 100 boxes almonds, 50 bags filberts, 36 — cork-wood, 3,850 boxes oranges, 1,000 boxes lemons.	11,400 00
	2	Smyrna	1	New York	1	15 tons logwood	350 00	1	704 cantars brimstone, 70 bales rags, 100 bags filberts, 25 bags almonds, 470 boxes oranges, 1,000 boxes lemons.	11,395 00
			1	Boston	1	Ballast		1	512 cantars brimstone, 4 casks argols, 3 jars essences, 3,100 boxes oranges, 300 boxes boxes lemons.	8,200 00
	2	Marseilles	1	New Y rk	1	....do		1	320 cantars brimstone, 5,400 boxes oranges, 700 boxes lemons.	7,395 00
			1	Boston	1	....do		1	320 cantars brimstone, 3,550 boxes oranges, 950 boxes lemons.	7,170 00

* Entered: 1 ship, 15 barks, 10 brigs, 1 schooner—27, and 5 in port. Cleared: 1 ship, 19 barks, 9 brigs, 1 schooner—30, and 2 in port. Aggregate tonnage entered, 8,972.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
TWO SICILIES.										
MESSINA.										
F. W. Behn.										
Quarter ended March 31, 1863—Continued.	4	Marseilles	4	Philadelphia	4	Ballast		4	1,832 cantars brimstone, 50 bales rags, 200 bags filberts, 15,790 boxes oranges, 3,200 boxes lemons, 40 bags hempseed, 275 boxes almonds, 1 cask argols, 20 casks pumice stone, 10 cases licorice paste.	$37,165 00
	1	New York	1	New York	1	1,249 bbls. flour, 6,000 — stores, 100 bbls. lard, 250 kegs nails, 124 tons logwood, 2 boxes cigars.	$16,450 00	1	640 cantars brimstone, 125 bales of rags, 150 bags filberts, 200 boxes almonds, 9 pipes pickled fruit, 3,650 boxes oranges, 1,200 boxes lemons.	13,550 00
	2	Malaga	1	Boston	1	Ballast		1	640 cantars brimstone, 30 bales rags, 340 bags sumac, 3,445 boxes oranges, 600 boxes lemons.	9,100 00
			1	New York	1	....do		1	860 cantars brimstone, 100 bales rags, 100 bags filberts, 100 boxes almonds, 3,960 boxes oranges, 400 boxes lemons.	11,875 00
	2	Barcelona	2	....do	2	....do		2	2,432 cantars brimstone, 55 bales rags, 150 bags filberts, 7,150 boxes oranges, 1,900 boxes lemons, 500 bags sumac, 75 bags almonds, 12 jars essences, 50 cases licorice paste, 150 bags canary seed.	26,275 00
	3	Genoa	1	Philadelphia	1	....do		1	2,120 boxes oranges, 400 boxes lemons.	3,640 00
			1	New York	1	....do		1	3,150 boxes oranges, 1,000 boxes lemons.	5,950 00

			1	In port	1	....do		1	In port	
	2	Leghorn	2	New York	2	....do		2	640 cantars brimstone, 50 bales rags, 7,800 boxes oranges, 1,600 boxes lemons, 400 bags sumac, 100 boxes almonds, 50 bbls. canary seed, 25 bags walnuts.	21,145 00
	1	Malta	1	....do	1	....do		1	650 cantars brimstone, 100 bales rags, 100 bags filberts, 100 boxes almonds, 6 cases licorice paste, 4,400 boxes oranges, 400 boxes lemons.	12,520 00
	1	Taragona	1	Philadelphia	1	....do		1	320 cantars brimstone, 2,490 boxes oranges, 500 boxes lemons.	4,990 00
	2	Cadiz	1	New York	1	....do		1	512 cantars brimstone, 50 bbls. canary seed, 100 bags filberts, 50 bags shelled almonds, 1,050 boxes lemons, 3,150 boxes oranges.	8,990 00
			1	Boston	1	....do		1	209 bags sumac, 39 cantars cork-wood, 100 bales rags, 26 cases licorice paste, 7 casks argols, 8 jars essences.	14,135 00
	1	Boston	1	....do	1	25,000 box shooks, 72 tons logwood.	4,595 00	1	576 cantars brimstone, 1,300 boxes lemons, 4,200 boxes oranges.	9,970 00
	1	Trieste	1	....do	1	Ballast		1	320 cantars brimstone, 3,400 boxes oranges, 600 boxes lemons.	6,720 00
	2	Licata	1	....do	1	....do		1	2,600 cantars brimstone, 202 bags Palermo sumac, 800 boxes lemons, 4,080 boxes oranges.	13,760 00
			1	New York	1	....do		1	4,000 cantars brimstone, 312 bales of rags, 1,300 boxes lemons, 4,050 boxes oranges, 6 casks argols.	25,935 00
	1	Cette	1	In port	1	....do		1	In port	
	32		32		32		21,395 00	32		310,140 00
Quarter ended June 30, 1863.*	2	In port	1	Philadelphia	2	Before reported		1	512 cantars brimstone, 4,500 boxes fruit.	8,625 00
			1	New York				1	320 cantars brimstone, 55 bales rags, 3,150 boxes fruit.	6,490 00
	2	Marseilles	1	Boston	1	Ballast		1	380 cantars brimstone, 4,500 boxes fruit.	8,625 00
			1	New York	1	....do		1	384 cantars brimstone, 85 bales rags, 6 jars essences, 3,863 boxes fruit.	10,370 00

* Entered: 4 barks, 2 brigs—6, and 2 in port. Cleared: 5 barks, 3 brigs—8. Aggregate tonnage entered, 2,654.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
TWO SICILIES.										
MESSINA.										
F. W. Behn.										
Quarter ended June 30, 1863—Continued.	2	Malaga	1	Boston	1	Ballast		1	200 boxes maccaroni, 50 bags filberts, 4,800 boxes fruit.	$9,315 00
			1	Philadelphia	1	....do		1	522 cantars brimstone, 36 bales rags, 3,950 boxes fruit.	9,530 00
	1	Cadiz	1	New York	1	....do		1	50 bales rags, 100 bbls. canary seed, 75 bags nuts and filberts, 50 bags hemp-seed, 4,100 boxes fruit.	9,515 00
	1	Smyrna	1	Seeking	1	....do		1		
	8		8		8			8		62,470 00
Quarter ended September 30, 1863.		No report								
NAPLES.										
A. Hammett.										
Quarter ended December 31, 1862.*	2	Bangor	2	Naples	2	10,824 bundles hard boards, 4,191 bundles spruce boards.	$45,045 00	2	Ballast	
	1	New York	1	....do	1	320 hhds. tobacco	70,826 00	1	185 bags nuts	1,800 00
						220 kegs nails	797 72		220 kegs nails	797 72
						10,000 segars	570 00			
						75 tons logwood	1,406 23			
						23 bags coffee	584 00			
						1 cask hams	34 19			
	3		3		3		119,263 14	3		1,597 72

Quarter ended March 31, 1863 †	2	New York	2	Naples	2	1,147 hhds. tobacco	149,110 00	1	4,915 boxes oranges	7,889 85
						65 boxes sperm candles	980 00		1,085 boxes lemons	2,007 23
						100 boxes starch	250 00		51 bales walnuts	593 00
						36 tons logwood	850 00		Expenses	135 00
								1	Ballast	
	1	Shields	1	....do	1	975 tons coal	1,950 00	1	In port	
	3		3		3		153,140 00	3		10,625 08
Quarter ended June 30, 1863.‡	2	New York	2	Naples	1	100 tierces and 100 bbls. lard	5,528 00	2	4,393 boxes oranges	8,707 70
						250 bags pepper	2,480 00		3,434 boxes lemons	8,421 70
						1,994 barrels flour	14,102 00			
					1	Ballast				
	1	Shields	1	....do	1	975 tons coal	2,000 00	1	Ballast	
	3		3		3		24,110 00	3	Ducats	$17,129 40
Quarter ended September 30, 1863.‖	1	Cardiff	1	Naples	1	548 tons coal	5,350 00	1	Ballast	
PALERMO.										
L. Monti.										
Quarter ended December 31, 1862.¶	1	Leghorn	1	New York	1	Ballast		1	Brimstone, sumac, fruit	9,875 00
	3	Genoa	3	....do	3	....do		3	Brimstone, almonds, nuts, fruit.	35,821 00
	1	Cette	1	....do	1	....do		1	Brimstone, cork, nuts, fruit	6,045 00
	1	Barcelona	1	Boston	1	....do		1	....do ....do	20,135 00
	4	Marseilles	4	New York	4	....do		4	....do ....do	44,255 00
	2	Naples	2	....do	2	....do		2	....do ....do	22,925 00
	2	New York	1	Catania	1	1,300 bbls. flour, 4,740 staves	8,366 00	1	Ballast	
			1	New York	1	2,885 bbls. flour, 6,380 staves	20,000 00	1	Brimstone, sumac	10,000 00
	1	Smyrna	1	....do	1	Ballast		1	Fruit, &c	7,140 00
	15		15		15		28,366 00	15		156,196 00
Quarter ended March 31, 1863.**	2	Licata	2	New York	2	Ballast		2	Brimstone, sumac, rags, nuts, canary seed, lemon oil, fruits.	27,800 00
	3	Marseilles	3	....do	3	....do		3	Brimstone, sumac, rags, nuts, works of art, fruit.	62,275 00

* Entered and cleared: 2 brigs and 1 bark. Aggregate tonnage entered, 930 34-95.
† Entered: 2 ships, 1 bark. Cleared: 1 ship, 1 bark, and 1 in port. Aggregate tonnage entered, 2,128 89-95.
‡ Entered and cleared: 1 ship, 2 barks. Aggregate tonnage entered, 1,359 73-95. §$14,217 40 United States currency.
‖ Entered and cleared: 1 schooner. Tonnage, 390 20-95. ¶ Entered and cleared: 9 barks, 5 brigs, 1 schooner—15. Aggregate tonnage entered, 5,141.
** Entered: 12 barks, 3 brigs, 1 schooner—16. Cleared: 11 barks, 3 brigs, 1 schooner—15, and 1 in port. Aggregate tonnage entered, 6,818.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SARDINIA.										
GENOA.										
D. H. Wheeler.										
Quarter ended September 30, 1863—Con'd.	1	New York	1	Naples	1	407 hhds. tobacco	$122,100 00	1	164 hhds. tobacco	$49,200 00
	1	Cardiff	1	Trapani	1	691 tons pig iron	13,060 00	1	In port	
	1	Androssin	1	In port	1	351 tons pig iron	7,020 00	1	do	
	5		5		5		142,180 00	5		49,200 00
SPEZIA.										
W. T. Rice.										
Quarter ended December 31, 1862.*	1	Boston	1	Messina	1	Naval stores 20 tons logwood	32,402 48 420 00	1	20 tons logwood and ballast	420 00
							32,822 48			420 00
2d, 3d, and 4th quarters		No report								
TUSCANY.	3	In port	2	New York	2	Before reported		2	Marble, rags, wool	89,800 00
			1	Boston	1	do		1	do	30,000 00
LEGHORN.	5	Genoa	1	Antwerp				1	General cargo	
A. J. Stevens.			1	New York				1	Marble, rags, and straw	42,000 00
			1	London	5	Ballast				
Quarter ended December 31, 1862.†			1	Liverpool				2	General cargo	
			1	In port				1	In port	
	1	Swansea	1	do	1	450 tons coal	1,250 00	1	do	
	1	New York	1	do	1	2,000 bbls. alcohol, 600 boxes ext. logwood.	35,000 00	1	do	
	1	Valencia	1	do	1	Ballast		1	do	
	11		11		11		36,250 00	11		161,800 00

									lemon oil, 100 bags hemp and canary seed, 160 cases maccaroni, 8,561 boxes oranges and lemons.	
	2	Trieste	2	....do	2	....do		2	768 cantars brimstone, 900 bags sumac, 25 bags cork, 100 bags almonds, 2 pipes wine, 20 cases maccaroni, 5,500 boxes oranges and lemons.	14,770 00
	1	Catania	1	....do	1	....do		1	1,300 cantars brimstone, 900 bags sumac, 10 bags cork, 100 bags almonds, 100 bags filberts, 4,000 boxes oranges and lemons.	14,180 00
	3	Marseilles	3	....do	3	....do		3	2,760 cantars brimstone, 2,800 bags sumac, 23 bags cork, 300 bales rags, 200 bags almonds, 8 pipes wine, 46 bags hemp and canary seed, 229 cases maccaroni, 6,935 boxes oranges, 20 casks olive oil.	43,990 00
	2	Licata	2	....do	2	....do		2	2,280 cantars brimstone, 2,165 bags sumac, 8 bags cork, 40 bales rags, 118 bags filberts, 4 jars lemon oil, 100 bags hemp and canary seed, 5,500 boxes oranges and lemons.	27,600 00
	1	New York	1	....do	1	792 bbls. and 15 casks petroleum oil.	$10,956 00	1	300 cantars brimstone, 35 bags corks, 120 bales rags, 145 bags filberts, 47 pipes wine, 50 jars lemon oil, 625 boxes oranges and lemons.	12,960 00
	1	Cette	1	....do	1	Ballast		1	2,029 bags sumac, 7 bags cork, 181 bags filberts, 350 boxes oranges and lemons.	2,750 00
	14		14		14		10,956 00	14		158,685 00
Quarter ended September 30, 1863.†	1	Licata	1	Boston	1	Ballast		1	Not stated by consul	8,705 00
	1	Marseilles	1	....do	1	80 cases petroleum	450 00	1	....do ....do	14,315 00
	2		2		2		450 00	2		23,020 00

* Entered: 10 barks, 2 brigs, 1 schooner—13, and 1 in port. Cleared: 11 barks, 2 brigs, 1 schooner—14. Aggregate tonnage entered, 4,792.
† Entered and cleared: 2 barks. Aggregate tonnage entered, 655.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
TURKISH DOMINIONS.										
CONSTANTINOPLE.										
C. W. Goddard.										
Quarter ended September 30, 1863—Cont'd.	2	Marseilles	2	Gudava	2	Ballast		2	Ballast	
	1	Port Said	1	Sulina	1	....do		1	....do	
	9		9		9		$1,382 00	9		$16,365 70
GALATZ.										
W. W. Thomas, Jr.										
Quarter ended December 31, 1862.*	2	Hull	1	Hull	1	434 tons coal	3,255 00	1	1,990 qrs. barley	7,960 00
			1	In port	1	410 tons coal	3,075 00	1	In port	
	1	Alicante	1	Amsterdam	1	Ballast		1	1,200 qrs. rye	7,200 00
	1	Marseilles	1	In port	1	....do		1	In port	
	4		4		4		6,330 00	4		15,160 00
Quarter ended March 31, 1863.†	2	In port	1	Lisbon	1	Before reported		2	2,007 ardebs barley, 1,003 ardebs wheat.	
			1	Leghorn, (for orders.)	1	....do				
	2		2		2			2		
Quarter ended June 30, 1863.‡	1	Cardiff	1	Falmouth or Cork	1	255 tons coal	1,851 30	1	119,016 qrs. Indian corn	5,950 00
Quarter ended September 30, 1863.		No report								

SMYRNA.										
J. Bing.										
Quarter ended December 31, 1862.§	1	Spezzia	1	Boston	1	Ballast		1	Wool, figs	41,500 00
	1	Trieste	1	....do	1	....do		1	Wool, fruit, boxwood	52,000 00
	1	Tarragona	1	New York	1	....do		1	Wool, figs, rags	23,500 00
	1	Cadiz	1	Boston	1	....do		1	Emery stone, wool, cotton, figs	52,000 00
	7	Boston	1	Palermo	1	Rum, furniture, empty drums	17,200 00	1	Ballast	
			1	Messina	1	Rum, logwood, pails	12,000 00	1	....do	
			4	Boston	4	Rum, alcohol, logwood, pails, gunny bags, domestics, lumber, and sugar.	129,650 00	2	Wool, cotton, figs, rags	71,500 00
								2	Ballast	
			1	In port	1	Rum, alcohol, sugar, and gunny bags.	36,600 00	1	In port	
	11		11		11		195,450 00	11		240,500 00
Quarter ended March 31, 1863.‖	1	In port	1	Boston	1	Before reported		1	Wool, rags, gums, raisins	60,000 00
	6	Boston	3	....do	3	Rum, domestics, alcohol, logwood, flour, sugar, chairs, gunny bags.	75,000 00	3	Ballast	
			3	In port	3	Rum, brandy, logwood, alcohol, flour, furniture.	67,300 00	3	In port	
	7		7		7		142,300 00	7		60,000 00
Quarter ended June 30, 1863.¶	3	In port	1	New York	1	Before reported		1	Rags	12,000 00
			2	Boston	2			2	Cotton, wool, emery stone, gums, opium, prunes.	134,000 00
	3	Boston	1	Messina	1	Rum, furniture, logwood, coal oil, mahogany, &c.	20,000 00	1	Ballast	
			1	Boston	1	Rum, chairs, lumber, &c.	34,000 00	1	Wool and rags	49,000 00
			1	In port	1	Rum, alcohol, sugar, &c.	48,000 00	1	In port	
	1	Constantinople	1	....do	1	Sugar, gunny cloth, &c.	7,000 00	1	....do	
	7		7		7		109,000 00	7		195,000 00
Quarter ended September 30, 1863.**					2	Before reported		1	In port	
	2	In port	2	Boston		Rum, alcohol, sugar		1	Wool, rags, boxwood	15,000 00
	3	Boston	1	....do	3	Logwood, flour, brandy, mahogany, furniture, empty drums, coal oil.	81,000 00	1	Wool and emery stone	72,000 00

* Entered: 3 schooners, 1 brig—4. Cleared: 1 schooner, 1 brig—2, and 2 in port. Aggregate tonnage entered, 1,017 71-95.
† Entered: 2 schooners, in port. Cleared: 2 schooners. Tonnage before reported. ‡ Entered and cleared: 1 brig. Tonnage, 199 85-95.
§ Entered: 9 barks, 2 brigs—11. Cleared: 8 barks, 2 brigs, and 1 in port. Aggregate tonnage entered, 3,628.
‖ Entered: 6 barks, and 1 in port. Cleared: 4 barks, and 3 in port. Aggregate tonnage entered, 2,032.
¶ Entered: 4 barks, and 3 in port. Cleared: 3, class not given, 2 barks—5, and 2 in port. Aggregate tonnage entered, 1,601.
** Entered: 4 barks, and 2 in port. Cleared: 3 barks, and 3 in port. Aggregate tonnage, 1,489.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
TURKEY.										
SMYRNA.										
J. Bing.										
Quarter ended September 30, 1863—Cont'd.			2	In port				2	In port	
	1	Constantinople	1	....do	1	Rum, alcohol, brandy, logwood, mahogany, furniture, empty drums.	$32,000 00	1	....do	
	6		6		6		113,000 00	6		$87,000 00
LIBERIA.										
MONROVIA.										
A. Hanson.										
Quarter ended December 31, 1862.*	1	Boston	1	Bassa	1	Provisions and freight	5,000 00	1	Same as inward	
	1	New York, via Goree	1	Bassa	1	Provisions, dry-goods, liquors, and furniture.	7,000 00	1	....do	
	1	New York	1	In port	1	Dry goods, tobacco, provisions, and furniture.	10,000 00	1	In port	
	1	CapeCoast Castle	1	Boston	1			1	Palm oil	28,000 00
	1	Cape Palmas	1	Bassa	1			1		
	3	Bassa	1	Bassa	1			1		
			1	New York	1			1	Palm oil, sugar, and coffee	7,000 00
			1	....do	1			1	Palm oil	7,000 00
	1	Baltimore	1	Bassa	1	Dry goods, groceries, beef, pork, tobacco, agricultural implements.	15,000 00	1	In port	
	9		9		9		37,000 00	9		42,000 00
Quarter ended March 31, 1863.†	2	In port	2	Grand Bassa	2	Before reported		2	Same as inward	22,000 00
	1		1	Baltimore	1			1	Palm oil, coffee, ivory, sugar, syrup, lumber	12,367 47

	1	Grand Bassa	1	Grand Bassa	1	Palm oil	16,000 00	1	Part inward cargo	8,000 00
	1	Boston	1	....do	1	Tobacco, rum, provisions	10,174 56	1	Same as inward	10,174 56
	1	New York, via Grand Bassa.	1	....do	1	Provisions, whiskey, lumber	10,000 00	1	Palm oil	14,000 00
	6		6		6		36,174 56	6		66,542 03
Quarter ended June 30, 1863.†	1	Sierra Leone	1	Grand Bassa	1	Provisions	7,500 00	1	Inward cargo	
	3	Grand Bassa	2	New York	2	Outward cargo		2	Palm oil, coffee, ivory, molasses, rugs, bleached shirtings, sugar.	16,870 14
			1	Grand Bassa	1	Outward cargo		1	Palm oil, sugar, syrup, coffee	15,000 00
	4		4		4		7,500 00	4		31,870 14
Quarter ended September 30, 1863.§	1	Sierra Leone	1	Bassa	1	Provisions and tobacco	15,000 00	1	Inward cargo	
	1	Bassa	1	Boston	1	Outward cargo		1	Palm oil, gold dust	21,765 00
	1	Cape Palmas	1	In port	1	Palm oil, sugar, &c.		1	In port	
	3		3		3		15,000 00	3		21,765 00
MUSCAT.										
ZANZIBAR.										
W. W. Goodhue.										
Quarter ended December 31, 1862.‖	1	Providence	1	Muscat	1	150 bales brown sheeting, 50 bales brown shirting, 8 bales brown drills, 100 boxes loaf sugar, 17 bbls. flour, 1 dozen chains, 850 kegs powder.	25,189 00	1	75 bales brown sheeting, 61 boxes loaf sugar, $6,000 specie.	14,700 00
	1	Muscat	1	Salem	1	3,045 frails dates, 215 bundles goatskins, 13,800 sheepskins, 150 packages senna, 1,140 salted hides, 536 frails gum copal, 16,320 dry hides, 1,735 goatskins.	34,983 96	1	All of the inward cargo and 753 frails gum copal, 2,592 frails pepper, 265 dry hides, 822 goatskins, 111 13-35 fr'ls beeswax, 178 pieces large ivory, 478 pieces Scrivello's ivory.	71,870 01
	2	Cruise	2	Cruise	2	1,210 bbls. sperm oil	48,400 00	2	1,210 bbls. sperm oil	48,400 00
	4		4		4		108,572 96	4		134,970 01

* Entered: 5 brigs, 3 barks, 1 ship—9. Cleared: 4 brigs, 3 barks—7, and 2 in port. Aggregate tonnage entered, 2,126 32-95.
† Entered: 1 ship, 1 brig, 2 barks—4. Cleared: 2 ships, 2 brigs, 2 barks—6. Aggregate tonnage entered, 1,407 72-95.
‡ Entered and cleared: 3 barks, 1 brig—4. Aggregate tonnage entered, 980 90-95.
§ Entered: 1 bark, 2 ships—3. Cleared: 1 bark, 1 ship—2, and 1 in port. Aggregate tonnage entered, 1,626 72-95.
‖ Entered and cleared: 1 ship and 3 barks—4. Aggregate tonnage entered: 1,358 13-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value
MUSCAT.										
ZANZIBAR.										
W. W. Goodhue.										
Quarter ended March 31, 1863.*	1	Muscat	1	Providence	1	150 bales brown sheeting, 3,000 frails dates.	$13,498 00	1	3,000 frails dates, 5,220 hides, 566 bags pepper, 114 bags and 381 packages olives, 3 boxes beeswax, 1,000 ps. gum copal, 12 ps. ivory, 515 ps. Scrivello's ivory.	$52,175 75
	2	Salem	2	Salem	2	404 boxes soap, 2 cases clocks, 20 bbls. beef, 32 bbls. pork, 6 bbls. hams, 6 bbls. butter, 82 boxes codfish, 53 quarter bbls. mackerel and salmon, 39 bbls. bread, 86 bbls. flour, 40 cases muskets, 50 cases tobacco, 4 cases cheese, 1,896 kegs powder, 1 case biscuit, 2 cases axes, 2 boxes percussion caps, 39 boxes loaf sugar, 1 scale, 2 kegs white lead, 30,398 pounds sugar, 14 tons ebony, 1,859 hides, [illegible] lbs. tortoise shell, 21 pieces Scrivello's ivory.	27,668 89	2	135 pieces beeswax, 30,398 lbs. sugar, 34 tons ebony, 13,524 hides, 141 lbs. tortoise shell, 561 pieces Scrivello's ivory, 920 bags and 2,540 packages C. stems, 836 goatskins, 231 pieces large ivory, 103 bags cloves.	49,093 30
	3		3		3		41,166 89	3		101,269 05
Quarter ended June 30, 1863.		No report								
Quarter ended September 30, 1863.†	1	Salem	1	Aden	1	General cargo of dry goods, tobacco, oil, provisions, and paints.	33,631 32	1	Dry goods, provisions, oil, lamps, specie, hides, cloves, &c.	15,679 68

	1	Cruise	1	New Bedford	1	809 bbls. sperm oil	46,400 00	1	Same as inward cargo	46,400 00
	1	Aden	1	Salem	1	Coffee, goatskins, hides, cloves, cigars, provisions, specie, &c.	34,895 91	1	Goat and sheep skins, hides, spices, ivory, provisions, shell, &c.	74,479 77
	3		3		3		114,927 23	3		136,559 45
SIAM.										
BANGKOK.										
A. J. Westervelt.										
Quarter ended December 31, 1862.‡	2	In port	2	Hong Kong	2	Before reported		2	700 pieces sapanwood, 16 piculs tea seed, 22,519 piculs rice.	31,255 00
	1	New Castle	1	....do	1	500 tons coal	2,500 00	1	Teakwood	190 00
									6,620 piculs rice	9,138 00
	12	Hong Kong	7	....do	7	Ballast		7	8,451 pieces sapanwood	13,416 00
									85,225 piculs rice	111,961 00
									Rice	19,590 00
									672 — teak timber	750 00
									131 — cotton	468 00
									Sugar	6,000 00
			1	Sold	1	Sold to Chinaman		1	266 pieces sapanwood	528 00
			2	In port	2	Ballast		2	In port	
			2	Shanghai	2	....do		2	1,627 piculs sugar	5,910 00
									30,317 piculs rice	53,000 00
									Teakwood, rice, and sundries	12,480 00
	4	Singapore	1	Hong Kong	1			1	25,000 piculs rice	42,000 00
			2	Singapore	2			2	24,270 piculs rice	21,560 00
			1	In port	1			1	In port	
	2	Pulo Condor	1	Hong Kong	1	Ballast		1	Teak timber	8,640 00
			1	Put back	1	Put back		1	Put back	
	1	Whampoa	1	Shanghai	1	Ballast		1	2,450 pieces sapanwood	
	1	Saminap	1	In port	1	....do		1	In port	
	23		23		23		2,500 00	23		336,886 00
Quarter ended March 31, 1863.§	3	In port	1	Shanghai	1	Before reported		1	14,000 piculs rice	
			1	Suminap	1	.....do		1	1,112 70-100 piculs salt	9,500
			1	Hong Kong	1	.....do		1	5,000 piculs rice	16,248
	1	Put back	1	....do	1			1	Rice	53,000
	1	Hong Kong	1	Shanghai	1	Not given		1	6,800 piculs rice	13,600

* Entered and cleared: 2 barks. Aggregate tonnage entered: 737 79-95.
† Entered and cleared: 3 barks. Aggregate tonnage entered: 1,257 40-95.
‡ Entered: 14 ships, 5 barks, 2 schooners—21, and 2 in port. Cleared: 13 ships, 5 barks, 1 schooner—19, and 4 in port. Aggregate tonnage entered: 16,057.
§ Entered: 1 schooner, 2 ships, 1 bark—4, and 3 in port. Cleared: 4 ships, 2 schooners, 1 bark—7. Aggregate tonnage entered: 2,319.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SIAM.										
BANGKOK.										
A. J. Westervelt.										
Quarter ended March 31, 1863—Continued.	2	Singapore	1	Singapore	1	Not given		1	Rice	$63,060
			1	Batavia	1	do		1	Not stated	
	7		7		7			7		*155,406
Quarter ended June 30, 1863.*	1	Amoy	1	Amoy	8	Not reported		8	Not reported	
	3	Hong Kong	3	Hong Kong						
	1	Hainau	1	do						
	2	Singapore	2	do						
	1	Saminap	1	Saminap						
	8		8		8			8		
Quarter ended September 30, 1863.		No report								
JAPAN.										
KANAGAWA.										
G. S. Fisher.										
From September 5, 1862, to March 27, 1863.†	11	Shanghai	2	Sold	2			2	Sold to Japanese	
			4	Shanghai	3			3		
					1			1	267,540 lbs. tea, 306 lbs. silk	91,273 13
			1	Hakodadi	1			1		
			3	San Francisco	3			1	Teas	9,000 00
			1	Hong Kong	1			2		
								1	343 bales cotton	
	2	Cruise	2	In port	2	Whaling stores		2	In port	
	13		13		13			13		100,273 13

NAGASAKI.

J. G. Walsh.

Six months ended December 31, 1862. §	1	Kanagawa	1	Shanghai	1	Not stated		1	Not stated	
	26	Shanghai	2	Hong Kong	2	....do		2	....do	
			20	Shanghai	20	....do		20	....do	
			2	In port	2	....do		2	In port	
			2	Sold	2	....do		2	Sold	
	3	Hakodadi	2	Hakodadi	2	....do		2	Not stated	
			1	Shanghai	1	....do		1	....do	
	1	Amoor river	1	....do	1	....do		1	....do	
	31		31		31			31		
Six months ended June 30, 1863.‖	1	Hong Kong	1	Hong Kong	1	Not reported		1	Not reported	
	20	Shanghai	12	Shanghai	12	....do		12	....do	
			3	Sold	3	....do		3	Sold	
			1	Kanagawa	1	....do		1	Not reported	
			1	Chefoo	1	....do		1	....do	
			1	Hong Kong	1	....do		1	....do	
			1	Hakodadi	1	....do		1	....do	
			1	In port	1	....do		1	In port	
	1	Ningpo	1	Shanghai	1	....do		1	Not reported	
	1	Chefoo	1	In port	1	....do		1	In port	
	23		23		23			23		
Six months ended December 31, 1863.¶	18	Shanghai	6	Shanghai	6	Not reported		6	Not reported	
			3	Kanagawa	3	....do		3	....do	
			4	In port	4	....do		4	In port	
			1	Hong Kong	1	....do		1	Not reported	
			1	Victoria, V. I.	1	....do		1	....do	
			1	Hakodadi	1	....do		1	....do	
			2	Sold	2	....do		2	Sold	
	2	Hong Kong	1	Hong Kong	1	....do		1	Not reported	
			1	In port	1	....do		1	In port	
	1	Ningpo	1	Sold	1	....do		1	Sold	
	2	Kanagawa	2	Shanghai	2	....do		2	Not reported	
	1	Hakodadi	1	Tientsin	1	....do		1	....do	
	1	Tientsin	1	Sold	1	....do		1	Sold	
	25		25		25			25		

* Entered and cleared: 4 barks, 4 ships—8. Aggregate tonnage entered: 4,595. † 155,408 taels, or $230,003 84.

‡ Entered: 3 schooners, 6 barks, 2 brigs, 1 steamer, 1 ship—13. Cleared: 3 schooners, 5 barks, 2 brigs, 1 steamer—11, and 2 in port. Aggregate tonnage entered, 4,537 15-95.

§ Entered: 5 steamers, 2 ships, 13 barks, 1 brig, 1 barkantine, 9 schooners—31. Cleared: 3 steamers, 2 ships, 11 barks, 1 brig, 1 barkantine, 9 schooners—27, and 2 sold and 2 in port. Aggregate tonnage entered, 10,121 22-95.

‖ Entered: 6 steamers, 8 barks, 3 brigantines, 6 schooners—23. Cleared: 3 steamers, 8 barks, 2 brigantines, 5 schooners—18; sold 3, in port 2. Agg. tonnage entered, 7,138 8-95.

¶ Entered: 5 steamers, 9 barks, 5 brigs, 6 schooners—25. Cleared: 5 steamers, 4 barks, 3 brigs, 4 schooners—16, and 4 sold, 5 in port. Aggregate tonnage entered, 7,267 28-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
CHINA.										
AMOY.										
O. B. Bradford.										
Quarter ended December 31, 1862.*	2	In port	1	Shanghai	1	Before reported		1	Chinese cargo	$38,361 00
			1	Taiwanfoo	1	....do		1	Ballast	
	3	Shanghai	1	New York	1	4,550 piculs bean-cake, 57 tons coal.	$7,114 00	1	30,019 packages tea	173,784 00
			1	Hong Kong	1	Put in for repairs		1	Dried fruit and tobacco	3,480 00
			1	Shanghai	1	610 bales cotton, 25 tons coal	12,300 00	1	Chinese fruit and medicines	9,760 00
	1	Foochow	1	Foochow	1	14,000 bundles firewood, 25 cases beer.	550 00	1	Ballast	
	1	Hong Kong	1	In port	1	Chinese fish and foreign wines	1,050 00	1	In port	
	7		7		7		21,014 00	7		225,385 00
Quarter ended March 31, 1863.†	1	In port	1	New York	1	Before reported		1	23,421 packages tea	155,952 22
	2	Shanghai	1	Bangkok	1	647 bales cotton, 2,408 piculs bean-cake, Chinese cargo.	16,474 00	1	Partial cargo	1,200 00
			1	Shanghai	1	500 piculs bean-cake	850 00	1	120 bdls. rags, 3,410 piculs rice	9,670 00
	3		3		3		17,324 00	3		166,822 22
Quarter ended June 30, 1863.‡	1	Ningpo	1	Shanghai	1	Ballast		1	6,000 planks, 7,000 tiles	1,542 00
	1	Swatow	1	....do	1	4,500 piculs bean-cake	3,150 00	1	Hemp, cloth, brick	2,036 00
	1	Bangkok	1	....do	1	8,000 piculs rice, 300 piculs mangrove bark, 200 piculs fish.	25,850 00	1	Inward cargo	25,850 00
	1	Shanghai	1	Chefoo	1	Chinese cargo	28,712 00	1	6,393 packages Chinese cargo	20,584 00
	4		4		4		57,712 00	4		50,012 00
Quarter ended September 30, 1863.§	1	Ningpo	1	Hong Kong	1	Partial Chinese cargo	5,200 00	1	Ballast	
	1	Hong Kong	1	Foochow	1	Tea, mats, and sundries	2,450 00	1	Opium and sundries	6,730 00

	1	Chefoo	1	Chefoo	1	Bean-cake and sundries	12,600 00	1	Chinese cargo and treasure	8,000 00
	1	Newchwang	1	Newchwang	1	5,500 piculs bean-cake	10,000 00	1	Tea and tiles	6,636 00
	1	Foochow	1	Hong Kong	1	700 bales cotton, &c	33,180 00	1	Merchandise and treasure	6,900 00
	1	Shanghai	1	Shanghai	1	Cotton and sundries	10,780 00	1	Chinese herbs and medicines	4,000 00
	6		6		6		74,210 00	6		32,266 00
CANTON.										
O. H. Perry.										
From January 1, 1862, to December 31, 1862, inclusive.‖	27	Hong Kong	6	New York	1	Teas, silks, matting		6	130,765 packages teas, silks, matting and cotton.	
					5	Ballast				
			14	Hong Kong	14	....do		12	Not stated	
								2	Ballast	
			2	Shanghai	2	....do		1	Rice	
								1	Assorted	
			1	New York *via* Macao.	1	....do		1	Tea, silk, matting	
			1	New York *via* Foochow.	1	....do		1	....do	
			1	Rio Janeiro *via* Hong Kong.	1	....do		1	Tea, fire-crackers	
			1	Foochow *via* H. Kong.	1	15 casks ginseng		1	Matting, cassia, &c	
			1	Shanghai *via* H. Kong.	1	Ballast		1	3,699 packages assorted merchandise.	
	1	Japan *via* Hong Kong.	1	New York	1	Tea from Japan		1	Tea, silk, matting	
	1	Amoy *via* Hong Kong.	1	Hong Kong	1	Ballast		1	Ballast	
	1	Swatow *via* Hong Kong.	1	New York	1	....do		1	11,660 packages tea, silk, matting.	
	3	Bangkok *via* H. Kong.	2	Hong Kong	2	41,713 piculs rice		2	Not stated	
			1	Bombay	1	Rice		1	Assorted cargo	
	1	In distress	1	New York	1	In distress		1	In distress	
	1	Macao	1	Hong Kong	1	Ballast		1	Not stated	
	1	Portsmouth	1	....do	1	....do		1	....do	
	1	Japan	1	New York	1	Cargo not stated		1	Tea, silk, matting	
	6	Shanghai *via* H. Kong.	2	Hong Kong	1	Cotton		1	Not stated	
					1	Ballast		1	Ballast	
			2	Shanghai *via* H. Kong.	2	....do		2	5,127 packages assorted merchandise.	
			1	Shanghai	1	700 pigs lead		1	Assorted cargo	
			1	New York	1	500 bales cotton		1	6,237 packages tea, silk, &c	

* Entered: 2 ships, 1 steamer, 1 bark, 1 brig—5, and 2 in port. Cleared: 1 ship, 1 steamer, 3 barks, 1 brig—6, and 1 in port. Aggregate tonnage entered, 3,976 58-95.
† Entered: 1 bark, 1 brig—2, and 1 in port. Cleared: 1 ship, 1 bark, 1 brig—3. Aggregate tonnage entered, 669.
‡ Entered and cleared: 2 barks, 1 brig, 1 schooner—4. Aggregate tonnage entered, 1,204 31-95.
§ Entered and cleared: 3 barks, 2 steamers, 1 schooner—6. Aggregate tonnage entered, 5,185 72-95.
‖ Entered and cleared: 35 ships, 3 brigs, 1 schooner, 3 steamers, 4 barks—46. Aggregate tonnage entered, 27,818 17-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
CHINA.										
CANTON.										
O. H. Perry.										
From January 1, 1862, to December 31, 1862, inclusive—Continued.	2	Singapore *via* Hong Kong.	1	Hong Kong	1	Rice		1	Not stated	
			1	Shanghai	1	Timber	$4,000 00	1	Rice	
	1	Newchwang *via* Hong Kong.	1	Hong Kong	1	Peas		1	Ballast	
	46		46		46		4,000 00	46		
Quarter ended March 31, 1863.*	8	Hong Kong	1	New York	1	Tea		1	1,000 bales cotton, 183 bales American drilling, 105,757 lbs. black, and 418,063 lbs. green tea.	
			1	Shanghai	1	Assorted cargo		1	Ballast	
			6	Hong Kong	4	Ballast				
					2	Rice, lead, ginseng		6	Ballast	
	3	Running on the river.	3	Running on the river.	3	Not stated		3	Not stated	
	11		11		11			11		
Quarter ended June 30, 1863.†	11	Hong Kong	2	Under consular sale.	2	Ballast		1	Assorted cargo	
								1	Ballast	
			1	Shanghai	1	....do		1	Assorted cargo	
			7	Hong Kong	7	....do		7	Ballast	
			1	New York	1	....do		1	27,078 lbs. black, and 596,381 lbs. green tea, silk, cassia, and matting.	
	1	Shanghai	1	Hong Kong	1	2,246 bales cotton		1	Ballast	
	1	Cheefoo	1	Shanghai	1	Peas		1	....do	

	1	New York	1	Hong Kong	1	Ballast		1	...do	
	3	Running on the river.	3	On the river	3			3		
	17		17		17			17		
Quarter ended September 30, 1863.‡	2	Hong Kong	2	Hong Kong	2	Ballast		2	Ballast	
	3	Running on the river.	3	On the river	3	Not stated		3	Not stated	
	5		5		5			5		
FOOCHOWFOO.										
W. H. Carpenter.										
Quarter ended December 31, 1862.§	15	Shanghai	13	Shanghai	5	Sugar, silk, nankeens, wax, cotton.	43,500 00	12	Merchandise, spars, paper, and lumber.	$130,500 00
					6	Ballast				
					2	Coal and old brass		1	Ballast	
			1	New York	1	Iron	8,000 00	1	468,900 lbs. tea	128,000 00
			1	Melbourne	1	Ballast		1	319,400 lbs. peas	78,700 00
	2	Hong Kong	2	New York	2	...do		1	558,610 lbs. tea	143,775 00
	2	Ningpo	2	Ningpo				1	Ballast	
					1	Ballast		1	...do	
					1	Not stated		1	Not stated	
	11	Not stated	11	In port	11	...do		11	In port	
	30		30		30		51,500 00	30		480,975 00
Quarter ended March 31, 1863.‖	11	In port	10	Shanghai				9	716,820 lbs. tea	147,180 00
			1	Ningpo				1	Lumber	45,000 00
					11	Before reported		1	Ballast	
	1	Swatow	1	Shanghai	1	Ballast		1	Spars	7,000 00
	32	Shanghai	31	...do	25	...do		30	Cottons, nankeens, spars, sugar, lumber.	203,500 00
					6	Nankeens, silk, cotton, &c	25,200 00	1	Ballast	
			1	New York	1	Ballast		1	463,700 lbs. tea	85,730 00
	1	Hong Kong	1	Shanghai	1	...do		1	Ballast	
	4	Ningpo	1	Not stated	1	Cotton	1,000 00	3	...do	
			3	Shanghai	3	Ballast		1	Spars	3,000 00
	4	Not stated	4	In port	4			4	In port	
	53		53		53		26,200 00	53		491,410 00

* Entered: 5 ships, 2 barks, 4 steamers—11. Cleared: 5 ships, 2 barks, 1 steamer—8, and 3 remaining in the river—11. Aggregate tonnage entered, 6,844 47-95.
† Entered: 4 steamers, 8 ships, 3 barks, 2 brigs—17. Cleared: not stated. Aggregate tonnage entered, 10,914 39-95.
‡ Entered: 2 ships, 3 steamers—5. Cleared: not stated. Aggregate tonnage entered, 2,598 66-95.
§ Entered: 17 ships, 8 barks, 3 boats, 2 schooners—30. Cleared: 9 ships, 2 boats, 6 barks, 2 schooners—19, and 11 in port—30. Aggregate tonnage entered, 11,350.
‖ Entered: 14 ships, 16 barks, 5 boats, 6 schooners, 1 brig—42, and 11 in port—53. Cleared: 21 ships, 16 barks, 5 boats, 6 schooners, 1 brig—49, and 4 in port—53. Aggregate tonnage entered, 23,709.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
CHINA.										
FOOCHOWFOO.										
W. H. Carpenter.										
Quarter ended June 30, 1863.*	5	In port	1	Ningpo	5	Before reported		1	527,000 lbs. tea	$94,682 00
			1	New York				4	Spars	12,000 00
			3	Shanghai						
	10	Shanghai	10	....do	1	Nankeens				
					9	Ballast		10	Spars	41,000 00
	2	Hong Kong	1	New York	1	....do		1	424,700 lbs. tea	90,400 00
			1	Not stated	1	....do		1	Spars	1,500 00
	17		17		17			17		239,582 00
Quarter ended September 30, 1863.†	11	Shanghai	7	Shanghai	1	General cargo	$48,126 00	4	Spars	18,800 00
					6	Ballast		3	Ballast	
			3	Hong Kong	3	Tobacco, oils, nankeens	86,719 00	1	Tea	16,000 00
								2	Ballast	
			1	Ningpo	1	Nankeens, &c		1	Olives and paper	13,189 00
	1	Amoy	1	Teintsin	1	Ballast		1	Spars and paper	6,150 00
	6	Ningpo	5	Ningpo	3	....do		3	Ballast	
					2	Medicines, &c	66,198 00	2	Paper, &c	29,162 00
			1	Teintsin	1	Ballast		1	Spars	
	1	Newchwang	1	Sold	1	General merchandise	14,325 00	1	Sold	
	1	Teintsin	1	Chefoo	1	Medicines, &c	4,000 00	1	Spars and rice	10,000 00
	3	Hong Kong	3	Shanghai	3	Opium, ratans, &c	154,215 00	3	Tea, paper, olives, &c	54,565 00
	1	Chefoo	1	....do	1	Ballast		1	Spars	4,000 00
	7	Not given	7	In port	7	Not given		7	In port	
	31		31		31		373,583 00	31		151,866 00

NINGPO.											
W. P. Mangum.											
Quarter ended December 31, 1862.‡	79	Shanghai	64	Shanghai	33	Ballast		15	Ballast		
					31	General cargoes	33,130 00	49	Treasure, tea, general cargo	82,644 00	
			1	Hong Kong	1	Ballast		1	General cargo	5,000 00	
			2	Foochow	2	....do		1	....do	2,320 00	
								1	Ballast		
			12	In port	3	....do		12	In port		
					9	General cargoes	8,350 00	1	....do		
	1	Hong Kong	1	In port	1	General cargo	51,000 00	1	Ballast		
	2	Ningpo	2	Shanghai	2	Ballast		1	General cargo	2,151 00	
	82		82		82		92,480 00	82		92,115 00	
Quarter ended March 31, 1863.§	12	In port	12	Not stated	12	Before reported		11	General cargo	10,950 00	
								1	Sold		
	63	Shanghai	51	Shanghai	48	100 piculs chram, 300 piculs ebony, 1,000 pkls. rice, 6,010 bags rice, and general cargoes.	65,437 00	39	General cargo	36,585 00	
								11	Ballast		
								11	In port		
			11	In port	14	Ballast		1	Sold		
			1	Hong Kong	1	....do		1	788 bales cotton	12,800 00	
	1	Chefoo	1	Shanghai	1	General cargo	10,000 00	1	Ballast		
	1	Foochowfoo	1	....do	1	....do	2,000 00	1	General cargo	1,200 00	
	2	Foochow	1	....do	1	....do	4,000 00	1	....do	2,000 00	
			1	Foochow	1	....do	3,261 00	1	Ballast		
	1	Hong Kong	1	In port	1	....do	16,000 00	1	In port		
	1	Not stated	1		1			1			
	81		81		81		100,698 00	81		63,535 00	
Quarter ended June 30, 1863.‖	10	In port	8	Shanghai	10	Before reported		5	General cargo	2,263 00	
			1	Hong Kong				3	Ballast		
			1	In port				1	730 bales cotton	15,000 00	
								1	In port		
	120	Shanghai	104	Shanghai	101	Passengers, iron, tin, rice, corn, fruit, and general cargo.	283,432 00	68	General cargo	54,993 00	
								15	Passengers		
					3	Ballast		21	Ballast		
			2	Foochowfoo	2	Rice, and general cargo	12,000 00	1	General cargo	1,500 00	
								1	Ballast		

* Entered: 2 schooners, 6 barks, 3 ships, 1 brig—12, and 5 in port. Cleared: 2 boats, 4 ships, 3 schooners, 8 barks—17. Aggregate tonnage entered, 5,039.

† Entered: 9 barks, 5 boats, 2 schooners, 9 steamers, 4 ships, 2 brigs—31. Cleared: 7 barks, 3 boats, 2 schooners, 9 steamers, 1 ship, 1 brig—23, and 1 sold, and 7 in port—8—31. Aggregate tonnage entered, 17,235.

‡ Entered: 63 boats, 3 barks, 5 schooners, 8 steamers, 3 brigs—82. Cleared: 52 boats, 3 barks, 5 schooners, 7 steamers, 3 brigs—70, in port, 12—82. Aggregate tonnage entered, 6,158.

§ Entered: 57 boats, 2 schooners, 7 steamers, 1 not stated, and 2 barks—69, and 12 in port. Cleared: 55 boats, 1 schooner, 8 steamers, 2 barks, 1 not stated—67, 2 sold, and 12 in port. Aggregate tonnage entered, 6,289.

‖ Entered: 99 boats, 19 steamers, 7 barks, 5 schooners, 3 brigs—133, and 10 in port. Cleared: 94 boats, 18 steamers, 6 schooners, 5 barks, 2 brigs—125, and 18 in port. Aggregate tonnage entered, 13,598.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SIAM.										
BANGKOK.										
A. J. Westervelt.										
Quarter ended March 31, 1863—Continued.	2	Singapore	1	Singapore	1	Not given		1	Rice	$63,060
			1	Batavia	1	do		1	Not stated	
	7		7		7			7		*155,406
Quarter ended June 30, 1863.*	1	Amoy	1	Amoy	8	Not reported		8	Not reported	
	3	Hong Kong	3	Hong Kong						
	1	Hainan	1	do						
	2	Singapore	2	do						
	1	Saminap	1	Saminap						
	8		8		8			8		
Quarter ended September 30, 1863.		No report								
JAPAN.										
KANAGAWA.										
G. S. Fisher.										
From September 5, 1862, to March 27, 1863.†	11	Shanghai	2	Sold	2			2	Sold to Japanese	
			4	Shanghai	3			3		
					1			1	267,540 lbs. tea, 306 lbs. silk	91,273 13
			1	Hakodadi	1			1		
			3	San Francisco	3			1	Teas	9,000 00
			1	Hong Kong	1			2		
								1	343 bales cotton	
	2	Cruise	2	In port	2	Whaling stores		2	In port	
	13		13		13			13		100,273 13

	4	Foochow	1	Hankow	1	Ballast		1	Fish and medicine	6,430 00
			1	Foochow	1	2,743 packages medicine	5,000 00	1	4,255 packages medicine	6,000 00
			2	Shanghai	2	General cargo	5,448 00	2	General cargo	21,500 00
	1	Newchwang	1	In port	1	Peas, in bulk	8,000 00	1	In port	
	1	Disabled	1	....do	1			1	....do	
	89		89		89		205,049 00	89		154,872 00
SHANGHAI.										
G. F. Seward.										
Quarter ended December 31, 1862.†	87	Ningpo	62	Ningpo	4	General cargo		4	Ballast	
					1	Ballast		1	Sundries	
					57	Not stated		57	Not stated	
			2	Hong Kong	1	General cargo		1	General cargo	
					1	Not stated		1	Not stated	
			8	Hankow	8	....do		8	....do	
			2	Kiukiang	2	....do		2	....do	
			1	Sold	1	....do		1	Sold	
			1	Chinkiang	1	....do		1	Not stated	
			11	In port	11	....do		11	In port	
	49	Hankow	1	Not stated	1	General cargo		1	General cargo	
			37	Hankow	5	Tea, seed, oil, &c		5	Dry goods	
					32	Not stated		32	Not stated	
			1	Ningpo	1	....do		1	....do	
			2	Kiukiang	2	....do		2	....do	
			2	Hong Kong	2	....do		2	....do	
			1	Chinkiang	1	....do		1	....do	
			1	Tientsin	1	....do		1	....do	
			4	In port	4	....do		4	In port	
	15	Hong Kong	1	Ningpo	1	Sundries		1	Sundries	
			2	Hong Kong	1	....do		1	Cotton, &c	
					1	Not stated		1	Not stated	
			3	New York	1	General cargo		1	General cargo	
					2	Not stated		2	Not stated	
			4	Foochow	4	....do		4	....do	
			1	Hankow	1	....do		1	....do	
			1	Kanagawa	1	....do		1	....do	
			1	Takee	1	....do		1	....do	
			2	In port	2	....do		2	In port	
	6	Hakodadi	1	Hakodadi	1	Silks and teas		1	General cargo	
			3	Nagasaki	3	Not stated		3	Not stated	
			2	Kanagawa	2	....do		2	....do	
	3	Swatow	1	....do	1	....do		1	General cargo	
			1	Singapore	1	....do		1	Not stated	
			1	Foochow	1	....do		1	....do	

* Entered: 9 steamers, 57 boats, 3 barks, 1 schooner, 1 brig—71, and 18 in port. Cleared: 45 boats, 8 steamers, 2 barks, 1 schooner, 1 brig, 8 class not given—65, 2 sold, and 22 in port. Aggregate tonnage entered, 7,317.

† Entered: 78 boats, 18 luggers, 22 schooners, 44 barks, 67 steamers, 38 ships, 10 lorches, 10 brigs—287. Cleared: 68 boats, 15 luggers, 17 schooners, 33 barks, 60 steamers, 30 ships, 9 lorches, 9 brigs—241; in port, 46. Aggregate tonnage entered, 95,793.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
CHINA.										
AMOY.										
O. B. Bradford.										
Quarter ended December 31, 1862.*	2	In port	1	Shanghai	1	Before reported		1	Chinese cargo	$38,361 00
			1	Taiwanfoo	1	....do		1	Ballast	
	3	Shanghai	1	New York	1	4,550 piculs bean-cake, 57 tons coal.	$7,114 00	1	30,019 packages tea	173,784 00
			1	Hong Kong	1	Put in for repairs		1	Dried fruit and tobacco	3,480 00
			1	Shanghai	1	610 bales cotton, 25 tons coal	12,300 00	1	Chinese fruit and medicines	9,760 00
	1	Foochow	1	Foochow	1	14,000 bundles firewood, 25 cases beer.	550 00	1	Ballast	
	1	Hong Kong	1	In port	1	Chinese fish and foreign wines	1,050 00	1	In port	
	7		7		7		21,014 00	7		225,385 00
Quarter ended March 31, 1863.†	1	In port	1	New York	1	Before reported		1	23,421 packages tea	155,952 22
	2	Shanghai	1	Bangkok	1	647 bales cotton, 2,408 piculs bean-cake, Chinese cargo.	16,474 00	1	Partial cargo	1,200 00
			1	Shanghai	1	500 piculs bean-cake	850 00	1	120 bdls. rags, 3,410 piculs rice	9,670 00
	3		3		3		17,324 00	3		166,822 22
Quarter ended June 30, 1863.‡	1	Ningpo	1	Shanghai	1	Ballast		1	6,000 planks, 7,000 tiles	1,542 00
	1	Swatow	1	....do	1	4,500 piculs bean-cake	3,150 00	1	Hemp, cloth, brick	2,036 00
	1	Bangkok	1	....do	1	8,000 piculs rice, 300 piculs mangrove bark, 200 piculs fish.	25,850 00	1	Inward cargo	25,850 00
	1	Shanghai	1	Chefoo	1	Chinese cargo	28,712 00	1	6,393 packages Chinese cargo	20,584 00
	4		4		4		57,712 00	4		50,012 00
Quarter ended September 30, 1863.§	1	Ningpo	1	Hong Kong	1	Partial Chinese cargo	5,200 00	1	Ballast	
	1	Hong Kong	1	Foochow	1	Tea, mats, and sundries	2,450 00	1	Opium and sundries	6,730 00

	9	Chinkiang	1	Hankow	1	do		1	do		
			2	Ningpo	2	do		2	do		
			2	Kinkiang	2	do		2	do		
			1	Nagasaki	1	do		1	do		
			3	In port	3	do		3	In port		
	1	Honolulu	1	Hong Kong	1	do		1	Not stated		
	2	Taiwan	2	Foochow	2	do		2	do		
	12	Foochow	1	Hong Kong	1	do		1	do		
			1	Not stated	1	do		1	do		
			1	Ningpo	1	do		1	do		
			6	In port	6	do		6	In port		
			2	Foochow	2	do		2	Not stated		
			1	Nagasaki	1	do		1	do		
	1	New Bedford	1	In port	1	do		1	In port		
	8	San Francisco	2	Nagasaki	2	do		2	Not stated		
			1	Sold	1	do		1	Sold		
			1	Hong Kong	1	do		1	Not stated		
			1	Taiwan	1	do		1	do		
			1	San Francisco	1	do		1	do		
			1	Kanagawa	1	do		1	do		
			1	Foochow	1	do		1	do		
	4	Cardiff	2	Hong Kong	2	do		2	do		
			1	Maulmain	1	do		1	do		
			1	Callao	1	do		1	do		
	2	Yangtse	1	Chinkiang	1	do		1	do		
			1	Ningpo	1	do		1	do		
	1	Kanagawa	1	Hong Kong	1	do		1	do		
	1	Port Townsend	1	Foochow	1	do		1	do		
	1	Saigon	1	Hong Kong	1	do		1	do		
	1	Amoy	1	Foochow	1	do		1	do		
	2	Newchwang	1	Kanagawa	1	do		1	do		
			1	Foochow	1	do		1	do		
	2	Puget Sound	1	do	1	do		1	do		
			1	Amoy	1	do		1	do		
	2	Sea	1	Nagasaki	1	do		1	do		
			1	Ningpo	1	do		1	do		
	1	Yokahama	1	Foochow	1	do		1	do		
	2	Boston	1	Taiwan	1	do		1	do		
			1	In port	1	do		1	In port		
	1	Tientsin	1	Chinkiang	1	do		1	Not stated		
	1	Manilla	1	In port	1	do		1	In port		
	1	Chefoo	1	do	1	do		1	do		
	1	Hangchow	1	Ningpo	1	do		1	Not stated		
	287		287		287			287			
Quarter ended March 31, 1863.*	34	Hankow	34	Hangkow	7	Bamboo shoots, silk, tea, oranges, Shameshoo rice, &c.		1	Coffins		
					27	Not stated		33	Not stated		

* Entered: 64 steamers, 20 luggers, 63 barks, 2 barkantines, 39 ships, 15 schooners, 64 boats, 7 lorchas, 6 brigs, 2 barges—282. Cleared: 59 steamers, 17 luggers, 41 barks, 2 barkantines, 26 ships, 11 schooners, 57 boats, 5 lorchas, 5 brigs, 1 barge—224, 2 sold, and 56 in port. Aggregate tonnage entered, 94,208.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
CHINA.										
CANTON.										
O. H. Perry.										
From January 1, 1862, to December 31, 1862, inclusive—Continued.	2	Singapore *via* Hong Kong.	1	Hong Kong	1	Rice		1	Not stated	
			1	Shanghai	1	Timber	$4,000 00	1	Rice	
	1	Newchwang *via* Hong Kong.	1	Hong Kong	1	Peas		1	Ballast	
	46		46		46		4,000 00	46		
Quarter ended March 31, 1863.*	8	Hong Kong	1	New York	1	Tea		1	1,000 bales cotton, 183 bales American drilling, 105,757 lbs. black, and 418,063 lbs. green tea.	
			1	Shanghai	1	Assorted cargo		1	Ballast	
			6	Hong Kong	4	Ballast				
					2	Rice, lead, ginseng		6	Ballast	
	3	Running on the river.	3	Running on the river.	3	Not stated		3	Not stated	
	11		11		11			11		
Quarter ended June 30, 1863.†	11	Hong Kong	2	Under consular sale.	2	Ballast		1	Assorted cargo	
								1	Ballast	
			1	Shanghai	1	....do		1	Assorted cargo	
			7	Hong Kong	7	....do		7	Ballast	
			1	New York	1	....do		1	27,078 lbs. black, and 596,381 lbs. green tea, silk, cassia, and matting.	
	1	Shanghai	1	Hong Kong	1	2,246 bales cotton		1	Ballast	
	1	Cheefoo	1	Shanghai	1	Peas		1	....do	

		1	Singapore	1	....do		1	....do	
		1	Hakodadi	1	....do		1	....do	
		1	Takee	1	....do		1	....do	
		2	Nagasaki	2	....do		2	....do	
		3	Newschwang	3	....do		3	....do	
3	Boston	1	Boston	1	....do		1	....do	
		1	Hong Kong	1	....do		1	....do	
		1	Foochow	1	....do		1	....do	
15	Shanghai	1	....do	1	....do		1	....do	
		3	Hankow	3	....do		3	....do	
		4	Ningpo	4	....do		4	....do	
		2	Kiukiang	2	....do		2	....do	
		3	Chinkiang	3	....do		3	....do	
		1	Hong Kong	1	....do		1	....do	
		1	In port	1	....do		1	In port	
2	Cardiff	1	Foochow	1	....do		1	Not stated	
		1	In port	1	....do		1	In port	
8	New York	1	Kanagawa	1	....do		1	Not stated	
		3	Hong Kong	3	....do		3	....do	
		2	Foochow	2	....do		1	Cotton seed	
							1	Not stated	
		1	Newchwang	1	....do		1	....do	
		1	In port	1	....do		1	In port	
1	Manilla	1	Chefoo	1	Sheet lead		1	Medicines	
9	Kiuklang	4	Kiukiang	4	Not stated		4	Not stated	
		2	Hankow	1	Coal, &c.		1	..do	
				1	Not stated		1	....do	
		3	In port	1	Tea, &c.		1	In port	
				2	Not stated		2	....do	
4	Sydney	1	Singapore	1	....do		1	Not stated	
		1	Hong Kong	1	....do		1	....do	
		1	Liverpool	1	Ballast		1	....do	
		1	In port	1	Not stated		1	In port	
5	Chinkiang	2	Chinkiang	2	....do		2	Not stated	
		1	In port	1	Poles, fuel, &c.		1	In port	
		1	Hankow	1	Not stated		1	Not stated	
		1	Ningpo	1	....do		1	....do	
4	Swatow	1	Chefoo	1	....do		1	....do	
		2	Swatow	2	....do		2	....do	
		1	In port	1	....do		1	In port	
4	Sea	1	Chinkiang	1	Bamboo		1	Not stated	
		2	Foochow	2	Not stated		2	....do	
		1	Kiukiang	1	....do		1	....do	
1	Taiwan	1	Foochow	1	....do		1	....do	
2	Tamsin	1	Amoy	1	China ware		1	....do	
		1	In port	1	Not stated		1	In port	
1	Singapore	1	Foochow	1	....do		1	Not stated	
1	Hakodadi	1	Ningpo	1	....do		1	....do	
1	Yangtsie	1	In port	1	....do		1	In port	
1	New Bedford	1	New York	1	....do		1	Not stated	
1	Amoy	1	Swatow	1	....do		1	....do	
1	San Francisco	1	Hong Kong	1	....do		1	....do	

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
CHINA.										
FOOCHOWFOO.										
W. H. Carpenter.										
Quarter ended June 30, 1863.*	5	In port	1	Ningpo	5	Before reported		1	527,000 lbs. tea	$94,682 00
			1	New York				4	Spars	12,000 00
			3	Shanghai						
	10	Shanghai	10	do	1	Nankeens				
					9	Ballast		10	Spars	41,000 00
	2	Hong Kong	1	New York	1	do		1	424,700 lbs. tea	90,400 00
			1	Not stated	1	do		1	Spars	1,500 00
	17		17		17			17		239,582 00
Quarter ended September 30, 1863.†	11	Shanghai	7	Shanghai	1	General cargo	$48,126 00	4	Spars	18,800 00
					6	Ballast		3	Ballast	
			3	Hong Kong	3	Tobacco, oils, nankeens	86,719 00	1	Tea	16,000 00
								2	Ballast	
			1	Ningpo	1	Nankeens, &c		1	Olives and paper	13,189 00
	1	Amoy	1	Teintsin	1	Ballast		1	Spars and paper	6,150 00
	6	Ningpo	5	Ningpo	3	do		3	Ballast	
					2	Medicines, &c	66,198 00	2	Paper, &c	29,162 00
			1	Teintsin	1	Ballast		1	Spars	
	1	Newchwang	1	Sold	1	General merchandise	14,325 00	1	Sold	
	1	Teintsin	1	Chefoo	1	Medicines, &c	4,000 00	1	Spars and rice	10,000 00
	3	Hong Kong	3	Shanghai	3	Opium, ratans, &c	154,215 00	3	Tea, paper, olives, &c	54,565 00
	1	Chefoo	1	do	1	Ballast		1	Spars	4,000 00
	7	Not given	7	In port	7	Not given		7	In port	
	31		31		31		373,583 00	31		151,866 00

124	Ningpo	107	Ningpo	107	do				
		1	Chinkiang	1	do				
		1	Hakodadi	1	do				
		2	Hankow	2	do		113	Not reported	
		1	Kanawaga	1	do		11	In port	
		1	Foochow	1	do				
		11	In port	11	do				
61	Hankow	8	Ningpo	8	do				
		39	Hankow	39	do		51	Not reported	
		3	Kiukiang	3	do		10	In port	
		1	Chinkiang	1	do				
		10	In port	10	do				
2	Chefoo	1	Takee	1	do		2	Not reported	
		1	Kanagawa	1	do				
13	New York	4	Hong Kong	4	do				
		2	Hankow	2	do		9	Not stated	
		1	Swatow	1	do		4	In port	
		1	Tientsin	1	do				
		4	In port	4	do				
1	Cardiff	1	Hong Kong	1	do		1	Not reported	
9	Chinkiang	4	Ningpo	4	do				
		1	Kiukiang	1	do				
		1	Nagasaki	1	do		8	Not reported	
		1	Chinkiang	1	do		1	In port	
		1	Hankow	1	do				
		1	In port	1	do				
4	Singapore	1	Hong Kong	1	do		1	Not reported	
		3	In port	3	do		3	In port	
3	Amoy	1	Ningpo	1	do		1	Not reported	
		2	In port	2	do		2	In port	
10	Hong Kong	2	Ningpo	2	do				
		1	Nagasaki	1	do				
		3	Kanagawa	3	do		9	Not reported	
		2	Hong Kong	2	do		1	In port	
		1	Newchwang	1	do				
		1	In port	1	do				
3	Sydney	1	Newchwang	1	do		3	Not reported	
		2	Hong Kong	2	do				
3	Tientsin	1	Foochow	1	do		3	do	
		2	Nagasaki	2	do				
4	Put back	1	Hankow	1	do		2	do	
		1	Ningpo	1	do		2	In port	
		2	In port	2	do				
2	Hakodadi	1	Nagasaki	1	do		2	Not reported	
		1	Hakodadi	1	do				
3	Bangkok	1	Singapore	1	do		2	do	
		1	Hong Kong	1	do		1	In port	
		1	In port	1	do				

* Entered: 50 barks, 107 boats, 34 ships, 16 schooners, 81 steamers, 9 brigs, 21 luggers, 5 lorchas—323, Cleared: 38 barks, 96 boats, 25 ships, 12 schooners, 71 steamers, 7 brigs, 19 luggers, 2 lorchas—270, and 1 sold, and 53 in port. Aggregate tonnage entered, 108,748.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
CHINA.										
SHANGHAI.										
G. F. Seward.										
Quarter ended June 30, 1863—Continued.	11	Shanghai	4	Ningpo	4	Not reported		7	Not reported	
			2	Hankow	2	....do		4	In port	
			1	Kiukiang	1	....do				
			4	In port	4	....do				
	1	Liverpool	1	Hong Kong	1	Not stated		1	Not stated	
	9	Nagasaki	3	Nagasaki	3	Not reported				
			1	Ningpo	1	....do				
			1	Shanghai	1	....do		7	Not reported	
			1	Hong Kong	1	....do		2	In port	
			1	New York	1	....do				
			2	In port	2	....do				
	5	San Francisco	1	San Francisco	1	....do				
			1	Kanagawa	1	....do		3	Not reported	
			1	Hong Kong	1	....do		1	Sold	
			1	Sold	1	....do		1	In port	
			1	In port	1	....do				
	2	Swatow	1	Newchwang	1	....do		1	Not reported	
			1	In port	1	....do		1	In port	
	4	Kiukiang	2	Chinkiang	2	....do		3	Not reported	
			1	Kiukiang	1	....do		1	In port	
			1	In port	1	....do				
	2	Sea	1	Hankow	1	....do		3	Not reported	
			1	Chinkiang	1	....do				
	1	Taiwan	1	Taiwan	1	....do		1	....do	
	1	Calcutta	1	Maulmain	1	....do		1	....do	
	3	Takee	3	Takee	3	....do		3	....do	
	3	Kanagawa	1	New York	1	....do				
			1	Nagasaki	1	....do		3	....do	
			1	Hong Kong	1	....do				
	1	Newchwang	1	In port	1	....do		1	In port	
	1	Newport	1	....do	1	....do		1	....do	

	1	Not stated	1	....do	1	....do		1	....do		
	323		323		323			323			
Quarter ended September 30, 1863.*	43	In port	3	Nagasaki	3	Not reported		43	Not reported		
			7	Hankow	7	....do					
			6	Hong Kong	6	....do					
			8	Ningpo	8	....do					
			3	Chinkiang	3	....do					
			2	San Francisco	2	....do					
			2	Newchwang	2	....do					
			2	Guam	2	....do					
			1	Singapore	1	....do					
			1	Sual	1	....do					
			1	Foochow	1	....do					
			2	Hakodadi	2	....do					
			1	Takee	1	....do					
			1	Kanagawa	1	....do					
			1	Kieukiang	1	....do					
			1	Yokohama	1	....do					
			1	Honolulu	1	....do					
	3	Tientsin	1	Hong Kong	1	....do		1	Not reported		
			2	In port	2	....do		2	In port		
	5	Kanagawa	1	Kanagawa	1	....do		2	Not stated		
			1	Nagasaki	1	....do		3	In port		
			3	In port	3	....do					
	3	Put back	1	Nagasaki	1	....do		2	Not stated		
			1	Ningpo	1	....do		1	In port		
			1	In port	1	....do					
	4	Swatow	1	Swatow	1	....do		3	Not reported		
			2	Foochow	2	....do		1	In port		
			1	In port	1	....do					
	5	Chinkiang	1	Ningpo		....do		1	Not reported		
			1	Sold	1	....do		1	Sold		
			3	In port	3	....do		3	In port		
	47	Hankow	42	Hankow	42	....do		44	Not reported		
			2	Ningpo	2	....do		3	In port		
			3	In port	3	....do					
	50	Ningpo	36	Ningpo	36	....do		37	Not stated		
			1	Foochow	1	....do		13	In port		
			13	In port	13	....do					
	3	Takee	1	Takee	1	....do		2	Not stated		
			1	Tientsin	1	....do		1	In port		
			1	In port	1	....do					
	1	Taiwan	1	Ningpo	1	....do		1	Not stated		
	6	Hakodadi	1	Hakodadi	1	....do		3	....do		
			2	Nagasaki	2	....do		3	In port		
			3	In port	3	....do					
	1	Foochow	1	Ningpo	1	....do		1	Not stated		

* Entered: 61 steamers, 21 ships, 47 boats, 22 barks, 5 brigs, 10 schooners, 6 luggers, 6 lorchas—178, and 43 in port. Cleared: 62 steamers, 18 ships, 45 boats, 18 barks, 6 brigs, 8 schooners, 4 luggers, 5 lorchas—166, and 55 in port. Aggregate tonnage entered, 87,192.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
CHINA.										
SHANGHAI.										
G. F. Seward.										
Quarter ended September 30, 1863—Cont'd.	8	Foochow	3	Foochow	3	Not reported				
			1	Vancouver's Isl'd	1	do		6	Not stated	
			1	Kanagawa	1	do		2	In port	
			1	Nagasaki	1	do				
			2	In port	2	do				
	2	San Francisco	1	Kanagawa	1	do		1	do	
			1	In port	1	do		1	Not stated	
	10	Hong Kong	2	Hong Kong	2	do				
			2	Hankow	2	do		6	do	
			1	Swatow	1	do		4	In port	
			1	Foochow	1	do				
			4	In port	4	do				
	3	Singapore	3	do	3	do		3	do	
	7	Nagasaki	3	Nagasaki	3	do		3	do	
			1	Hankow	1	do		4	Not stated	
			3	In port	3	do				
	3	Puget's sound	1	Hong Kong	1	do		2	do	
			1	Foochow	1	do		1	In port	
			1	In port	1	do				
	1	Calcutta	1	Hong Kong	1	do		1	Not stated	
	1	Newport	1	In port	1	do		1	In port	
	4	New York	1	Foochow	1	do		2	do	
			1	Kanagawa	1	do		2	Not stated	
			2	In port	2	do				
	5	Shanghai	2	Ningpo	2	do				
			1	Hankow	1	do		4	do	
			1	Nagasaki	1	do		1	In port	
			1	In port	1	do				
	1	Formosa	1	Amoy	1	do		1	Not stated	
	1	Boston	1	In port	1	do		1	In port	
	2	Kiukiang	2	do	2	do		2	do	

	1	Sydney	1	....do	1	....do		1	....do	
	1	Sunderland	1	....do	1	....do		1	Not stated	
SWATOW.	221		221		221			221		
C. W. Bradley.										
Quarter ended December 31, 1862.*	2	In port	2	Chefoo	2	Before reported		2	37,150 bundles paper	$37,000 00
	3	Shanghai	3	Shanghai	3	14,500 piculs bean cake, 3,311 bales cotton.	$63,146 00	3	15,591 piculs sugar	101,341 00
	2	Newchwang	1	Foochow	1	27,000 piculs bean cake	22,250 00	1	Ballast	
			1	Shanghai	1	21,492 piculs bean cake	17,000 00	1	10,095 piculs sugar	65,617 00
	1	Chefoo	1	Chefoo	1	14 485 piculs bean cake	12,863 00	1	21,055 bundles paper	21,000 00
	1	In port	1	In port	1	11,548 piculs bean cake, 1,541 piculs peas.	13,738 00	1	In port	
	9		9		9		128,997 00	9		224,958 00
Quarter ended March 31, 1863.†	2	In port	2	Shanghai	2	Before reported		2	Sugar and sundries	95,000 00
	2	Shanghai	1	Hong Kong	1	Bean cake and cotton	22,500 00	1	Ballast	
			1	Chefoo	1	Bean cake and sundries	24,000 00	1	Sugar and sundries	12,000 00
	2	Chefoo	1	Newchwang	1	....do	16,000 00	1	....do	15,000 00
			1	In port	1	....do	24,000 00	1	In port	
	6		6		6		86,500 00	6		122,500 00
Quarter ended June 30, 1863.‡	3	Chefoo	2	In port	2	37 629 piculs bean cake	26,659 00	1	Sugar, &c	74,930 00
			1	Shanghai	1	17,370 piculs bean cake	11,625 00	2	In port	
	8	Newchwang	1	Amoy	1	4,500 piculs bean cake	3,375 00	1	Same as inward cargo	3,375 00
			2	Shanghai	2	33 497 piculs bean cake	25,122 00	2	Sugar and sundries	65,340 00
			1	Chefoo	1	18,500 piculs bean cake	13,875 00	1	Paper and sundries	14,000 00
			1	Hong Kong	1	15,530 piculs bean cake	11,712 00	1	Ballast	
			1	Tientsin	1	17,170 piculs bean cake	12,877 00	1	Paper and sundries	18,000 00
			2	In port	2	42 092 piculs bean cake	31,569 00	2	In port	
	1	Shanghai	1	Hong Kong	1	1,473 bales cotton	36,825 00	1	Ballast	
	12		12		12		173,639 00	12		175,645 00
Quarter ended September 30, 1863.§	4	In port	2	Chefoo	4	Before reported		4	Paper, sugar, flour, tobacco, and sundries.	148,268 00
			2	Shanghai						
	1	Singapore	1	Chefoo	1	Pepper, ratans, &c	60,000 00	1	Paper, sugar, &c	36,684 00
	2	Shanghai	1	....do	1	Cotton and sundries	31,240 00	1	....do	12,508 00
			1	Hong Kong	1	....do	29,710 00	1	Ballast	
	5	Chefoo	4	In port	4	....do	68,599 00	4	In port	
			1	Chefoo	1	Bean cake and peas	13,142 00	1	Paper, sugar, and sundries	17,456 00
	1	Put back	1	In port	1	Same cargo		1	In port	
	13		13		13		202,691 00	13		214,856 00

* Entered: 4 barks, 3 ships—7, and 2 in port. Cleared: 3 barks, 2 ships—5, and 4 in port. Aggregate tonnage entered, 3,193.
† Entered: 4 barks, and 2 in port. Cleared: 1 ship, 4 barks—5, and 1 in port. Aggregate tonnage entered, 2,932.
‡ Entered: 2 ships, 9 barks, 1 schooner—12. Cleared: 7 barks, 1 schooner—8, and 4 in port. Aggregate tonnage entered, 5,587.
§ Entered: 1 ship, 7 barks, 1 schooner—9, and 4 in port. Cleared: 3 ships, 4 barks, 1 schooner—8, and 5 in port. Aggregate tonnage entered, 4,714.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
JAPAN.										
HAKODADI.										
E. E. Rice.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.*	3	Honolulu	3	Cruise	3	Whaling stores		3	Whaling stores	
	1	Cruise	1	....do	1	....do		1	....do	
	3	San Francisco	3	Amoor river	3	Merchandise		3	Merchandise	
	2	Shanghai	2	Shanghai	2	....do		2	....do	
	9		9		9			9		
Quarter ended September 30, 1863.		No report								
KANAGAWA.										
G. S. Fisher.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.†	4	Whaling cruise	4	Whaling cruise	4	Whale oil and stores		4	Whaling stores	
	1	San Francisco	1	Shanghai	1	General cargo, 90 tons	$20,000 00	1	200 tons lumber and sundries	$76,000 00
	1	Condemned	1	Condemned	1	Condemned		1	Condemned	
	12	Shanghai	3	San Francisco	3	Ballast and stores		4	Lacquer ware, tea, silk, rags	74,921 86
			5	Shanghai	3	Coal and sundries		3		
					2			1	13,899 feet lumber	
			2	Hong Kong	1	Coal and stores				
					1	809 bales cotton		2		
			2	In port	1	Coal and stores				
					1			2	In port	
	1	Wrecked	1	Wrecked	1	Wrecked		1	Wrecked	
	19		19		19		20,000 00	19		150,921 86

Quarter ended September 30, 1863.‡	2	In port	1	Sold	2	Before reported		1	Sold		
			1	Hong Kong				1	Not stated		
	1	Wreck	1	Wreck	1	Wreck		1	Wreck		
	10	Shanghai	1	Hong Kong	1	Not stated		1	800 tons lumber and cotton		
			5	Shanghai	4	....do		3	1,250 tons lumber and 450 tons general cargo.		
					1	400 sheep		2	Not stated		
			1	San Francisco	1	General cargo		1	24 tons raw silks & straw goods	5,460 66	
			3	In port	1	Lead, steam propeller					
					2	Not stated		3	In port		
	2	Hong Kong	2	In port	2	....do		2	....do		
	3	Nagasaki	1	Shanghai	1	....do		1	General cargo		
			1	Nagasaki	1	....do		1	Ballast		
			1	In port	1	....do		1	In port		
	18		18		18			18		5,460 66	
HAWAIIAN ISLANDS.											
HILO.											
T. Miller.											
Quarter ended December 31, 1862.§	1	Tekalet	1	Honolulu	1	Lumber	3,000 00	1	Lumber	4,000 00	
	2	Arctic ocean	2	....do	2	2,865 bbls. whale oil, 195 bbls. sperm oil, 35,329 lbs. whale bone.	64,022 40	2	Same as inward cargo	64,022 40	
	3		3		3		67,022 40	3		68,022 40	
2d, 3d, 4th quarters		No report									
HONOLULU.											
A. Caldwell.											
Quarter ended December 31, 1862.‖	6	In port	1	Montevideo	1			1	Inward cargo		
			2	Whaling cruise	2			2	29,758 gallons whale oil, stores, and inward cargo.	12,324 98	
			1	Cruise home	1			1	1,417 gallons sperm and 75,250 gallons whale oil.	24,616 97	
			1	Condemned	1			1	Condemned and sold		
			1	San Francisco	1			1	13,004 gallons whale oil and Hawaiian produce.	17,774 62	
	2	San Francisco	2	Shanghai	2	Cargo for China		2	Inward cargo, Hawaiian sugar and flour.	2,570 00	

* Entered and cleared: 1 ship, 5 barks, 3 brigs—9. Aggregate tonnage entered, 2,334.

† Entered: 1 steamer, 6 ships, 9 barks, 2 brigs, 1 schooner—19. Cleared: 1 steamer, 4 ships, 8 barks, 2 brigs, 1 schooner—16, 1 wrecked and 2 in port. Aggregate tonnage entered, 7,203 68-95.

‡ Entered: 2 steamers, 4 ships, 7 barks, 2 brigs, 1 schooner—16, and 2 in port. Cleared: 2 steamers, 2 ships, 4 barks, 2 brigs—10. 1 sold, 1 wreck, and 6 in port. Aggregate tonnage ntered, 9,027 57-95.

§ Entered and cleared: 1 ship, 2 barks—3. Aggregate tonnage entered, 1,179.

‖ Entered: 19 ships, 21 barks, 1 brig, 1 schooner—42, and 6 in port. Cleared: 17 ships, 20 barks, 1 schooner, 2 condemned, 2 sold—42, and 6 in port. Aggregate tonnage entered, 18,324.

Navigation and commerce of the United States with foreign coun'ries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.
HAWAIIAN ISLANDS.										
HONOLULU.										
A. Caldwell.										
Quarter ended December 31, 1862—Cont'd.	6	San Francisco	3	San Francisco	3	General cargo	$63,366 36	3	2,982 gallons sperm and 19,891 gallons whale oil, 19,674 lbs. bone & Hawaiian produce.	$66,046 33
			2	Hong Kong	2	Cargo for Hong Kong and China		2	457 bbls. Hawaiian flour, fungus, and inward cargo.	4,971 78
			1	Sold	1	General cargo	4,265 21	1	Sold	
	2	Port Townsend	2	Port Townsend	2	Lumber	7,241 11	2	Hawaiian sugar, molasses, and coffee.	1,804 28
	3	Port Angelos	2	Port Angelos	2	....do	4,902 44	2	Hawaiian sugar, molasses, and coffee.	8,377 67
			1	In port	1	Lumber for Valparaiso		1	In port	
	1	Boston	1	Boston	1	General cargo	58,179 43	1	3,051 gallons sperm, 87,069 gallons whale oil, 79,463 lbs. bone.	95,063 41
	1	Micronesia	1	In port	1	Ballast		1	In port	
	1	Howland's Island	1	Howland's Island	1	....do		1	Ballast	
	8	Arctic ocean	1	San Francisco	1	Skins, furs, ivory, and bone	6,210 30	1	Potatoes and empty bottles	100 00
			2	Cruise and home	2	630 gallons sperm and 149,625 gallons whale oil, 57,000 lbs. bone.	75,457 05	2	630 gallons sperm and 149,625 gallons whale oil, 12,000 lbs. bone.	52,957 05
			5	Whaling cruise	5	11,025 gallons sperm and 207,585 gallons whale oil, 74,921 lbs. bone.	111,844 60	5	4,725 gallons sperm and 93,712 gallons whale oil, 8,500 lbs. bone.	37,690 47
	14	Ochotak sea	6	Cruise and home	6	5,607 gallons sperm and 297,655 gallons whale oil, 73,607 lbs. bone.	134,185 12	6	15,162 gallons sperm, 411,796 galls. whale oil, and 152,356 lbs. bone.	218,639 68
			3	Cruising grounds	3	9,923 gallons sperm and 62,055 gallons whale oil, 18,386 lbs. bone.	37,501 48	3	3,308 gallons sperm and 46,835 gallons whale oil.	17,560 13
			1	Condemned and sold.	1	59,850 gallons whale oil, 21,000 lbs. bone.	29,053 50	1	Condemned and sold	
			1	Sold	1	27,563 gallons whale oil, 7,800 lbs. bone.	12,444 53	1	Sold	

			3	In port	3	150,255 gallons whale oil, 50,604 lbs. bone.	71,881 05	3	In port	
	1	Japan sea	1	Cruise and home	1	945 gallons sperm and 69,300 gallons whale oil, 23,000 lbs. bone.	33,842 95	1	9,959 gallons sperm and 76,638 gallons whale oil, 23,000 lbs. bone.	44,320 47
	3	Lahaina	2	Cruising grounds	2	20,475 gallons sperm and 31,500 gallons whale oil, 10,686 lbs. bone.	33,740 25	2	20,475 galls. sperm and 31,500 gallons whale oil.	28,397 25
			1	In port	1	15,750 gallons whale oil, 5,000 lbs. bone.	7,382 50	1	In port	
	48		48		48		691,497 88	48		633,125 09
Quarter ended March 31, 1863.*	6	In port	2	Ochotsk sea	6	Before reported		2	Whaling gear and stores	8,867 14
			1	Micronesia				1	Stores and trade	1,096 17
			1	Hilo				1	Ballast	
			1	New Bedford				1	Oil, bone, &c	12,914 39
			1	Howland's Isl'd				1	Ballast	
	8	San Francisco	5	San Francisco	5	General merchandise	66,556 83	5	Hawaiian produce	87,252 45
			1	Kanagawa	1	Cargo for Japan		1	Inward cargo	
			2	In port	2	General merchandise	19,976 77	2	In port	
	3	New Bedford	3	Ochotsk sea	3	Merchandise and whaling gear	18,819 65	3	Whaling gear and oil	6,019 65
	2	Teekalet, W. T.	2	Victoria, V. I.	2	Lumber	5,145 39	2	Hawaiian produce	14,402 09
	1	Boston	1	In port	1	General merchandise	59,196 20	1	In port	
	1	Hilo	1	Ochotsk sea	1	Whaling craft and gear		1	Whaling gear	
	4	Coast California	4	In port	4	Whaling gear and oil	42,464 80	4	In port	
	1	Sea	1	do	1	Ballast		1	do	
	1	New London	1	do	1	Whaling craft and gear		1	do	
	1	Line Whaling	1	do	1	Whaling craft, sperm and whale oil.	12,033 51	1	do	
	1	Lahaina	1	do	1	Whaling craft, sperm and whale oil.	14,960 92	1	do	
	29		29		29		239,154 07	29		130,551 89
Quarter ended June 30, 1863.†	11	In port	1	Boston	11	Before reported		1	Whale oil and Hawaiian produce.	44,962 15
			1	San Francisco				1	Whale oil and Hawaiian produce.	26,708 48
			1	Victoria & Portland.				1	Hawaiian produce	17,490 50
			2	Ochotsk sea				2	Whaling craft and gear	
			6	Arctic sea				6	do do	
	7	San Francisco	1	Shanghai	1	Cargo for China		1	Inward cargo	
			1	Mauritius	1	Ballast		1	Ballast	
			2	Hong Kong	2	Cargoes for China		2	Inward cargo	
			2	San Francisco	2	United States general mdse	43,642 44	2	Hawaiian produce	48,630 08
			1	In port	1	do do	27,833 32	1	In port	

* Entered: 6 ships, 13 barks, 2 barkentines, 2 schooners, 6 in port—29. Cleared: 6 ships, 7 barks, 2 barkentines, 1 brig, 2 schooners, 11 in port—29. Agg'te tonnage entered, 8,800.
† Entered: 11 ships, 8 barks, 1 schooner, 1 brig—21, and 11 in port. Cleared: 14 ships, 15 barks, 1 schooner, 1 brig—31, and 1 in port. Aggregate tonnage entered, 11,007.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
HAWAIIAN ISLANDS.										
HONOLULU.										
A. Caldwell.										
Quarter ended June 30, 1863—Continued.	1	Lahaina	1	Ochotsk Sea	1	Sperm and whale oil	$4,075 33	1	Inward cargo	$4,075 33
	1	Hilo	1	....do	1	....do ....do	2,154 60	1	....do	2,154 60
	8	New Bedford	5	Arctic Sea	1	....do ....do	9,196 11	5	....do	9,196 11
			3	Ochotsk Sea	3	Sperm and whale oil, &c	7,596 68	3	Inward cargo, &c	7,596 68
	1	Pacific Islands	1	King's Mill Isl'd	1	Ballast		1	Hawaiian produce	4,591 00
	1	Coast California	1	Arctic Sea	1	Whale oil	4,032 00	1	Whale oil, whaling gear	4,032 00
	2	Port Angelos	1	Victoria & Teekalet.	1	United States lumber	1,924 11	1	Hawaiian produce	9,314 61
			1	Shanghai	1	Cargo for China		1	Inward cargo	
	32		32		32		100,454 59	32		178,751 54
Quarter ended September 30, 1863.*	1	In port	1	San Francisco	1	Before reported		1	Hawaiian produce	27,184 75
	3	Teekalet	2	Teekalet & Victoria.	2	Lumber and general mdse	9,432 67	1	....do	25,037 08
								1	Ballast	
			1	Kamschatka	1	....do ....do	312 50	1	Hawaiian produce	12,827 69
	9	San Francisco	3	San Francisco	3	....do ....do	52,010 87	3	....do	88,660 06
			3	Hong Kong	3	Cargo for China		3	Hawaiian produce and inward cargo.	14,850 00
			1	Hampton Roads	1	Ballast		1	Hawaiian produce and inward cargo.	520 00
			1	Shanghai	1	Cargo for China		1	Inward cargo	
			1	In port	1	General cargo	43,651 62	1	In port	
	1	Boston	1	....do	1	....do	48,658 64	1	....do	
	1	Port Angelos	1	Victoria & Teekalet.	1	Lumber	3,850 00	1	Hawaiian produce	3,785 76
	1	King's Mill Isl'd	1	In port	1	Ballast		1	In port	
	1	Ochotsk Sea	1	Coast Chili	1	26,775 gallons whale and 4,725 sperm oil, 2,000 lbs. whale bone.	18,219 00	1	Inward cargo	18,219 00

	1	Arctic Sea	1	In port	1	28,275 gallons whale oil, 26,000 lbs. whalebone.	48,386 50	1	In port	
	18		18		18		224,524 00	18		191,084 34
LAHAINA.										
Samuel Long.										
Quarter ended December 31, 1862.†	1	Bonin Islands	1	Cruise	1	650 barrels sperm oil	20,475 00	1	650 bbls. sperm oil	20,475 00
	1	Arctic Ocean	1	Honolulu	1	105 bbls. sperm and 550 bbls. whale oil, 7,000 lbs. bone.	11,680 00	1	105 bbls. sperm and 550 bbls. whale oil.	8,380 57
	6	Ochotsk	5	do	5	350 bbls. sperm and 4,700 bbls. whale oil, 39,000 lbs. bone.	69,878 25	5	2,450 bbls. sperm and 20,050 bbls. whale oil, 8,000 lbs. bone.	73,462 50
			1	Honolulu and cruise.	1	90 bbls. sperm and 1,300 bbls. whale oil, 9,000 lbs. bone.	19,324 35	1	950 bbls. whale oil	9,279 75
	1	Hilo	1	Honolulu	1	80 bbls. sperm and 1,200 bbls. whale oil.	14,011 20	1	80 bbls. sperm and 1,200 bbls. whale oil.	14,011 20
	1	Honolulu	1	Coast California	1	50 bbls. sperm and 1,000 bbls. whale oil.	11,198 25	1	50 bbls. sperm and 1,000 bbls. whale oil.	11,198 25
	10		10		10		146,767 00	10		136,804 27
Quarter ended March 31, 1863.‡	1	Honolulu	1	San Francisco	1	Ballast		1	448 bbls. sweet potatoes	616 73
	1	New Bedford	1	Cruise	1	75 bbls. sperm and 200 barrels whale oil, 1,200 lbs. bone.	4,642 87	1	Same as inward cargo	4,642 87
	1	California	1	Cruise	1	50 bbls. sperm and 1,400 bbls. whale oil.	14,600 25	1	do do	14,600 25
	3		3		3		19,243 12	3		19,859 85
Quarter ended June 30, 1863.§	2	Edgartown	1	Cruise	1	60 bbls. sperm oil	1,719 90	1	Same as inward cargo	1,719 90
			1	Arctic	1			1		
	2	New Bedford	1	Cruise	1	120 bbls. sperm oil	3,439 80	1	Same as inward cargo	3,439 80
			1	Arctic	1	100 bbls. sperm oil	2,866 50	1	do do	2,866 50
	4		4		4		8,026 20	4		8,026 20
Quarter ended September 30, 1863.‖	1	Puget's Sound	1	Honolulu	1	Lumber	1,416 45	1	Ballast	

*Entered: 10 barks, 2 brigs, 5 ships—17, and 1 in port. Cleared: 8 barks, 1 brig, 4 ships, 1 class not given—14, and 4 in port. Aggregate tonnage entered, 8,720.
† Entered and cleared: 6 barks, 4 ships—10. Aggregate tonnage entered, 3,380.
‡ Entered and cleared: 1 schooner, 2 ships—3. Aggregate tonnage entered, 784.
§ Entered and cleared: 1 ship, 3 barks—4. Aggregate tonnage entered, 1,540.
‖ Entered and cleared: 1 brig. Tonnage, 197.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
NAVIGATORS, OR FRIENDLY ISLANDS.										
APIA, (UPOLU.)										
E. W. Gardner.										
Quarter ended December 31, 1863.*	1	Tahiti	1	Sydney	1	General cargo	$30,000 00	1	General cargo	$2,500 00
	1	Not stated	1	Coast trader	1	Not stated		1	Not stated	
	2		2		2		30,000 00	2		2,500 00
2d, 3d, and 4th quarters		No reports								
DOMINICAN REPUBLIC.										
ST. DOMINGO CITY.										
W. G. W. Jaeger.										
1st quarter		No report								
Quarter ended March 31, 1863.†	4	New York	4	New York	4	Assorted provisions	17,800 00	4	Wood, &c.	12,200 00
Quarter ended June 30, 1863.‡	1	New York	1	New York	1	Provisions	3,000 00	1	Woods, &c.	2,500 00
Quarter ended September 30, 1863.§	1	Boston	1	Boston	1	Provisions	7,000 00	1	Woods, &c.	3,707 00
HAYTI.										
CAPE HAYTIEN.										
A. Folsom.										
Quarter ended December 31, 1862.‖	11	Boston	11	Boston	11	Provisions	199,357 52	7	892 tons logwood and coffee	52,804 00
								4	In port	
	11		11		11		199,357 52	11		52,804 00

Quarter ended March 31, 1863.¶	4	In port	4	Boston	4	Before reported		4	565 tons logwood and coffee	513,643 00
	1	Port au Prince	1	....do	1	Ballast		1	112 tons logwood	19,319 00
	8	Boston	8	....do	8	Provisions	128,192 22	8	1,007 tons logwood, coffee, &c.	516,761 00
	4	Mulgrave	2	....do				2	120 tons logwood, coffee, &c.	46,335 00
			2	In port	4	Provisions	49,291 91	2	In port	
	17		17		17		177,484 13	17	Haytien currency $84,312.15 U. S. currency.	1,096,058 00
Quarter ended June 30, 1863.**	2	In port	2	Boston	2	Before reported		2	269 tons logwood	40,316 00
	8	Boston	7	....do	7	Description not given	109,126 00	7	802 tons logwood and coffee	180,474 00
			1	In port	1	Coal for U. S. government	20,985 00	1	In port	
	6	Philadelphia	6	....do	6	....do		6	....do	
	16		16		16	U. S. currency	130,111 00	16	Haytien currency $17,663.00 U. S. currency.	220,790 00
Quarter ended September 30, 1863.††	7	In port	7	Not stated	7	Before reported		5	972 tons logwood and coffee	462,614 27
								2	Ballast	
	7	Boston	7	Boston	7	Provisions	90,974 91	6	805 tons logwood	130,278 21
								1	Ballast	
	1	New York	1	Turk's Island	1	505 tons coal		1	....do	
	1	Kennebunk	1	Anagua	1	Lumber	2,500 00	1	....do	
	1	Not stated	1	In port	1	550 tons coal		1	In port	
	17		17		17		93,474 91	17		592,892 48
GONAIVES.										
A. Hilchenback.										
Quarter ended December 31, 1862.‡‡	1	In port	1	Boston	1	Before reported		1	87 tons cotton, dyewoods, hides	24,000 00
	3	Boston	1	....do	1	Provisions	9,958 07	1	133....do	66,520 00
			1	Port de Paix	1	....do	13,964 96	1	59....do	28,370 00
			1	In port	1	....do	12,025 48	1	In port	
	3	New York	1	New York	1	....do	8,683 10	1	110 tons logwood	19,715 87
			2	In port	2	....do	19,759 84	2	In port	
	7		7		7		64,391 45	7	Haytien currency $11,008.88 U. S. currency.	138,605 87

* Entered: 2 schooners. Cleared: 1 schooner, and 1 in port. Aggregate tonnage entered, 136.
† Entered and cleared: 2 brigs and 2 schooners. Aggregate tonnage entered, 602.
‡ Entered and cleared: 1 schooner. Tonnage, 136. § Entered and cleared: 1 schooner. Tonnage, 128.
‖ Entered: 5 brigs, 6 schooners—11. Cleared: 3 brigs, 4 schooners—7, and 4 in port. Aggregate tonnage entered, 2,640.
¶ Entered: 5 brigs, 5 schooners, 3 class not given, and 4 in port. Cleared: 6 brigs, 6 schooners, 3 class not given, and 2 in port. Aggregate tonnage entered, 1,784.
** Entered: 2 brigs, 6 schooners, 6 barks—14, and 2 in port. Cleared: 6 schooners, 3 brigs—16, and 7 in port. Aggregate tonnage entered, 3,294.
†† Entered: 4 schooners, 3 brigs, 3 barks—10, and 7 in port. Cleared: 5 barks, 7 brigs, 4 schooners—16, and 1 in port. Aggregate tonnage, 1,380.
‡‡ Entered: 3 schooners, 3 brigs—6, and 1 in port. Cleared: 2 schooners, 2 brigs—4, and 3 in port. Aggregate tonnage entered, 826 84-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
JAPAN.										
HAKODADI.										
E. E. Rice.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.*	3	Honolulu	3	Cruise	3	Whaling stores		3	Whaling stores	
	1	Cruise	1	....do	1	....do		1	....do	
	3	San Francisco	3	Amoor river	3	Merchandise		3	Merchandise	
	2	Shanghai	2	Shanghai	2	....do		2	....do	
	9		9		9			9		
Quarter ended September 30, 1863.		No report								
KANAGAWA.										
G. S. Fisher.										
1st and 2d quarters		No report								
Quarter ended June 30, 1863.†	4	Whaling cruise	4	Whaling cruise	4	Whale oil and stores		4	Whaling stores	
	1	San Francisco	1	Shanghai	1	General cargo, 90 tons	$20,000 00	1	200 tons lumber and sundries	$76,000 00
	1	Condemned	1	Condemned	1	Condemned		1	Condemned	
	12	Shanghai	3	San Francisco	3	Ballast and stores		4	Lacquer ware, tea, silk, rags	74,921 86
			5	Shanghai	3	Coal and sundries		3		
					2			1	13,899 feet lumber	
			2	Hong Kong	1	Coal and stores				
					1	809 bales cotton		2		
			2	In port	1	Coal and stores				
					1			2	In port	
	1	Wrecked	1	Wrecked	1	Wrecked		1	Wrecked	
	19		19		19		20,000 00	19		150,921 86

Quarter ended September 30, 1863.‡	2	In port	1	Sold	2	Before reported		1	Sold	
			1	Hong Kong				1	Not stated	
	1	Wreck	1	Wreck	1	Wreck		1	Wreck	
	10	Shanghai	1	Hong Kong	1	Not stated		1	800 tons lumber and cotton	
			5	Shanghai	4	....do		3	1,250 tons lumber and 450 tons general cargo.	
					1	400 sheep		2	Not stated	
			1	San Francisco	1	General cargo		1	24 tons raw silks & straw goods	5,460 66
			3	In port	1	Lead, steam propeller				
					2	Not stated		3	In port	
	2	Hong Kong	2	In port	2	....do		2	....do	
	3	Nagasaki	1	Shanghai	1	....do		1	General cargo	
			1	Nagasaki	1	....do		1	Ballast	
			1	In port	1	....do		1	In port	
	18		18		18			18		5,460 66
HAWAIIAN ISLANDS.										
HILO.										
T. Miller.										
Quarter ended December 31, 1862.§	1	Tekalet	1	Honolulu	1	Lumber	3,000 00	1	Lumber	4,000 00
	2	Arctic ocean	2	....do	2	2,865 bbls. whale oil, 195 bbls. sperm oil, 35,329 lbs. whale bone.	64,022 40	2	Same as inward cargo	64,022 40
	3		3		3		67,022 40	3		68,022 40
2d, 3d, 4th quarters		No report								
HONOLULU.										
A. Caldwell.										
Quarter ended December 31, 1862.‖	6	In port	1	Montevideo	1			1	Inward cargo	
			2	Whaling cruise	2			2	39,758 gallons whale oil, stores, and inward cargo.	12,324 98
			1	Cruise home	1			1	1,417 gallons sperm and 75,250 gallons whale oil.	24,616 97
			1	Condemned	1			1	Condemned and sold	
			1	San Francisco	1			1	13,004 gallons whale oil and Hawaiian produce.	17,774 62
	2	San Francisco	2	Shanghai	2	Cargo for China		2	Inward cargo, Hawaiian sugar and flour.	2,570 00

* Entered and cleared: 1 ship, 5 barks, 3 brigs—9. Aggregate tonnage entered, 2,334.

† Entered: 1 steamer, 6 ships, 9 barks, 2 brigs, 1 schooner—19. Cleared: 1 steamer, 4 ships, 8 barks, 2 brigs, 1 schooner—16, 1 wrecked and 2 in port. Aggregate tonnage entered, 7,203 68-95.

‡ Entered: 2 steamers, 4 ships, 7 barks, 2 brigs, 1 schooner—16, and 2 in port. Cleared: 2 steamers, 2 ships, 4 barks, 2 brigs—10. 1 sold, 1 wreck, and 6 in port. Aggregate tonnage entered, 9,027 57-95.

§ Entered and cleared: 1 ship, 2 barks—3. Aggregate tonnage entered, 1,179.

‖ Entered: 19 ships, 21 barks, 1 brig, 1 schooner—42, and 6 in port. Cleared: 17 ships, 20 barks, 1 schooner, 2 condemned, 2 sold—42, and 6 in port. Aggregate tonnage entered, 18,324.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
HAYTI.										
PORT AU PRINCE.										
H. Conard.										
Quarter ended December 31, 1863—Cont'd.	3	New York	1	Miragoane	1	Provisions		1	10,850 lbs. logwood, 36,497 lbs. coffee.	$68,962 51
			1	Port de Paix	1	....do		1	131,225 lbs. coffee, 4,046 lbs. cotton, 40,000 lbs. logwood.	264,329 05
			1	In port	1	....do		1	In port	
	1	Philadelphia	1	Miragoane	1	....do		1	631 bales cotton, 50,000 lbs. logwood.	8,042 40
	1	Bangor	1	St. Marc	1	Lumber		1	123,900 lbs. logwood, 2,448 lbs. cotton.	22,668 99
	1	Machias	1	Miragoane	1	....do	$1,807 31	1	89,000 lbs. logwood	7,416 25
	10		10		10		14,587 14	10	Haytien currency United States currency.	440,825 04 35,226 04
Quarter ended March 31, 1863.*	3	New York	1	St. Marc	1	Provisions, &c	9,306 50	1	35,000 lbs. logwood	3,150 34
			2	Miragoane	2	....do	40,302 36	2	125,000 lbs. logwood, 4,850 lbs. old rags and cotton	14,108 49
	8	Boston	3	Boston	3	....do	27,484 87	3	705,650 lbs. logwood	58,030 73
			2	St. Marc	2	....do	27,228 00	2	115,000 lbs. logwood	9,908 16
			2	Miragoane	2	....do	24,741 16	1	40,000 lbs. logwood	3,391 72
								1	Ballast	
			1	In port	1	....do	8,208 02	1	In port	
	1	Philadelphia	1	Philadelphia	1	....do	15,030 80	1	192,000 lbs. logwood, 4,075 lbs. coffee, 2,402 lbs. cotton, 1,302 lbs. honey, 7½ barrels old glass.	38,597 40
	12		12		12	United States currency	152,300 91	12		127,186 84

Quarter ended June 30, 1863.†	1	Philadelphia	1	Miragoane	1	Provisions	24,944 86	1	76,600 lbs. logwood	6,031 00
	2	Boston	1	St. Marc	1	....do	13,265 00	1	50,000 lbs. logwood	3,978 00
			1	In port	1	....do	7,489 10	1	In port	
	1	New York	1	Miragoane	1	....do	11,947 00	1	20,000 lbs. logwood	1,719 95
	4		4		4	United States currency	57,645 96	4	Haytien currency	11,728 95
Quarter ended September 30, 1863.‡	3	Boston	1	Inagua	1	Provisions	11,530 00	1	50,000 lbs. logwood	4,131 75
			1	Miragoane	1	....do	10,537 00	1	40,000 lbs. logwood	3,224 13
			1	St. Marc	1	....do	13,171 00	1	50,700 lbs. logwood	4,039 36
	1	New York	1	New York	1	....do	12,632 00	1	160,000 lbs. logwood	11,433 50
	2	Bangor	1	St. Marc	1	130,928 feet lumber	2,276 14	1	100,000 lbs. logwood	6,910 10
			1	Miragoane	1	220,389 feet lumber	3,318 31	1	40,000 lbs. logwood	2,988 45
	1	Machias	1	In port	1	102,179 feet lumber	1,447 87	1	In port	
	7		7		7	United States currency	54,912 32	7	Haytien currency	22,727 29
ST. MARC.										
F. A. Rethan.										
From April 1, 1862, to September 30, 1863.§	13	Port au Prince	1	Falmouth	1	Ballast		1	Coffee	19,916 96
			5	New York	5	....do		5	Coffee, logwood, and cotton	80,756 12
			7	Boston	7	....do		7	....do	61,595 16
	1	Gonives	1	....do	1	....do		1	....do	1,873 16
	1	Ellsworth	1	....do	1	General cargo		1	....do	3,728 00
	1	New York	1	New York	1	....do		1	....do	3,078 56
	1	St. Thomas	1	....do	1	....do		1	Logwood	1,600 00
	1	Boston	1	Boston	1	....do		1	....do	1,595 00
	1	Bangor	1	New York	1	Lumber		1	Logwood and yellowwood	1,617 68
	19		19		19			19		175,760 64
MEXICO.										
ACAPULCO.										
L. S. Ely.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.‖	9	Panama	9	San Francisco	9	Passengers		9	Ballast	
	12	San Francisco	1	Acapulco	1	30 tons merchandise	2,572 00	1	....do	
			8	Panama	8	Passengers		8	....do	
			3	San Francisco	2	....do		3	....do	

* Entered: 5 schooners, 5 brigs, 2 barks—12. Cleared: 4 schooners, 5 brigs, 2 barks—11, and 1 in port. Aggregate tonnage entered, 2,157 11-95.
† Entered: 1 bark, 1 brig, 2 schooners—4. Cleared: 1 bark, 1 brig, 1 schooner—3, and 1 in port. Aggregate tonnage, 663 74-95.
‡ Entered: 2 brigs, 4 schooners, 1 bark—7. Cleared: 2 brigs, 3 schooners, 1 bark—6, and 1 in port. Aggregate tonnage entered, 1,192 90-95.
§ Entered and cleared: 3 barks, 4 brigs, 12 schooners—19. Aggregate tonnage entered, 3,560.
‖ Entered and cleared: 18 steamers, 1 schooner, 4 ships, 2 barks,—25. Aggregate tonnage entered, 45,922.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
HAWAIIAN ISLANDS.										
HONOLULU.										
A. Caldwell.										
Quarter ended June 30, 1863—Continued.	1	Lahaina	1	Ochotsk Sea	1	Sperm and whale oil	$4,075 33	1	Inward cargo	$4,075 33
	1	Hilo	1	....do	1	....do ....do	2,154 60	1	....do	2,154 60
	8	New Bedford	5	Arctic Sea	1	....do ....do	9,196 11	5	....do	9,196 11
			3	Ochotsk Sea	3	Sperm and whale oil, &c	7,596 68	3	Inward cargo, &c	7,596 68
	1	Pacific Islands	1	King's Mill Isl'd	1	Ballast		1	Hawaiian produce	4,591 00
	1	Coast California	1	Arctic Sea	1	Whale oil	4,032 00	1	Whale oil, whaling gear	4,032 00
	2	Port Angelos	1	Victoria & Teekalet.	1	United States lumber	1,924 11	1	Hawaiian produce	9,314 61
			1	Shanghai	1	Cargo for China		1	Inward cargo	
	32		32		32		100,454 59	32		178,751 54
Quarter ended September 30, 1863.*	1	In port	1	San Francisco	1	Before reported		1	Hawaiian produce	27,184 75
	3	Teekalet	2	Teekalet & Victoria.	2	Lumber and general mdse	9,432 67	1	....do	25,037 08
								1	Ballast	
			1	Kamschatka	1	....do ....do	312 50	1	Hawaiian produce	12,827 69
	9	San Francisco	3	San Francisco	3	....do ....do	52,010 87	3	....do	88,660 06
			3	Hong Kong	3	Cargo for China		3	Hawaiian produce and inward cargo.	14,850 00
			1	Hampton Roads	1	Ballast		1	Hawaiian produce and inward cargo.	520 00
			1	Shanghai	1	Cargo for China		1	Inward cargo	
			1	In port	1	General cargo	43,654 62	1	In port	
	1	Boston	1	....do	1	....do	48,658 64	1	....do	
	1	Port Angelos	1	Victoria & Teekalet.	1	Lumber	3,850 00	1	Hawaiian produce	3,785 78
	1	King's Mill Isl'd.	1	In port	1	Ballast		1	In port	
	1	Ochotsk Sea	1	Coast Chili	1	26,775 gallons whale and 4,725 sperm oil, 2,000 lbs. whale bone.	18,219 00	1	Inward cargo	18,219 00

Quarter ended March 31, 1863.‡	6	San Francisco ...	1	La Paz	1			1		
			3	Mazatlan, La Paz, and Guaymas.	3	164 tons sundries, machinery, and mining tools.		3	1,400 tons metal 60 tons ore	1,500 00 7,000 00
			2	Carmen island salt works.	2			2	Salt	
	6		6		6			6		8,500 00
Quarter ended June 30, 1863.§	1	Acapulco	1	San Francisco ...	1	Ballast		1	Ballast	
	3	San Francisco ...	1	Guaymas and San Francisco.	1	60 tons miscellaneous	19,000 00	1	15 tons minerals	1,500 00
			1	Mazatlan and San Francisco.	1	Dry goods and groceries		1	200 tons salt	1,000 00
			1	Carmen island ...	1			1	do	1,000 00
	4		4		4		19,000 00	4		3,500 00
Quarter ended September 30, 1863.‖	6	San Francisco ...	1	Gulf ports, Mexico.	1	80 tons mining machinery and merchandise.	8,600 00	1	Passengers and silver ore	
			1	La Paz and Carmen island.	1	100 tons mining machinery and merchandise.	10,000 00	1	do do	
			2	La Paz and other Gulf ports.	2	150 tons mining machinery and merchandise.	16,500 00	2	do do	
			1	Colorado river and San Francisco.	1	40 tons miscellaneous merchandise.	4,700 00	1		
			1	La Paz and Mazatlan.	1	60 tons miscellaneous merchandise and lumber.	7,000 00	1		
	6		6		6		46,800 00	6		
MANZANILLO.										
J. Xantus.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.¶	6	San Francisco ...	3	Panama	3	81 tons assorted and miscellaneous merchandise.	21,300 00	3	4 tons indigo and coffee 4 tons silver and coin 17 tons indigo and silver	4,500 00 940,000 00 75,000 00
			2	Acapulco	2	80 tons miscellaneous merchandise.	10,071 00	2		
			1	Mazatlan	1	10 tons vegetables and vines	1,200 00	1		
	2	Panama	2	San Francisco ...	2	86 tons assorted merchandise	41,500 00	2	54 tons silver and coin	327,000 00
	8		8		8		74,071 00	8		1,346,500 00

* Entered: 19 steamers, 2 ships—21. Cleared: 19 steamers, 1 ship—20, and 1 in port. Aggregate tonnage entered, 39,379.
† Entered: 19 steamers, 3 ships—22, and 1 in port. Cleared: 19 steamers, 2 ships, 1 schooner—22, and 1 in port. Aggregate tonnage entered, 41,476.
‡ Entered and cleared: 1 schooner, 3 steamers, 1 ship, 1 bark—6. Aggregate tonnage entered, 4,101 12-95.
§ Entered and cleared: 2 barks, 1 ship, 1 steamer—4. Aggregate tonnage entered, 2,001 52-95.
‖ Entered and cleared: 2 steamers, 1 bark, 1 brig, 1 schooner—6. Aggregate tonnage entered, 3,842 67-95.
¶ Entered and cleared: 5 steamers, 3 schooners—8. Aggregate tonnage entered, 11,882.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
HAYTI.										
GONAIVES.										
A. Hilchenback.										
Quarter ended March 31, 1863.*	3	In port	1	Boston						
			2	New York	3	Before reported		3	366 tons cotton, logwood, &c.	$153,213 06
	3	Boston	3	Boston	3	Provisions	$40,949 31	3	350 tons cotton, logwood, &c.	341,250 95
	2	New York	1	New York	1	do	8,668 49	1	102 tons logwood, honey, wax	24,032 00
			1	In port	1	do	9,638 00	1	In port	
	8		8		8		59,255 80	8	Haytien currency $43,079.83 U. S. currency.	518,496 01
Quarter ended June 30, 1863.†	1	In port	1	New York	1	Before reported		1		
	3	Boston	3	Boston						
	2	New York	2	New York	5	Provisions	58,468 19	5	Logwood, cotton, coffee	232,079 46
	6		6		6		58,468 19	6	Haytien currency $18,566 U. S. currency.	232,079 46
Quarter ended September 30, 1863.‡	1	Boston	1	Boston	1	Provisions	10,698 40	1	100 tons logwood and cotton Haytien currency.	172,870 00
JACMEL.										
C. Moravia.										
Quarter ended December 31, 1862.§	4	New York	2	New York	2	Provisions		2	Gold, 533 bags coffee, 66,000 lbs. logwood.	131,000 48
			2	In port	2	do		2	In port	
	5	Boston	2	Boston	2	do		2	142,900 lbs. logwood	14,857 41
			2	New York	2	do		2	150 bags coffee, 339,750 lbs. logwood.	72,163 81
			1	In port	1	do				
								1	In port	
	9		9		9			9		118,021 70

	1	Acapulco	1	Cruise	1			1		
	2	Manzanillo	2	San Francisco	2	Ballast		2	Ballast	
	13		13		13		140,700 00	13		6,300 00
Quarter ended June 30, 1863.§	3	Guaymas	2	San Francisco	1	General merchandise		2	Not stated	
					1	Not stated				
			1	Not stated	1	....do		1	....do	
	1	Acapulco	1	Guaymas	1	....do		1	....do	
	6	San Francisco	4	....do	4	General merchandise		4	General merchandise	
			2	Not stated	2	....do....do		2	Not stated	
	1	Manzanillo	1	....do	1	Ballast		1	....do	
	11		11		11			11		
Quarter ended September 30, 1863.‖	2	Manzanillo	1	Guaymas	1	General merchandise		1	General merchandise	
			1	Manzanillo	1			1		
	2	Guaymas	2	San Francisco	2	General merchandise and ballast.		2	Specie	144,329 00
	5	San Francisco	1	Acapulco	1	140 tons general merchandise	22,000 00	1	120 tons general merchandise.	20,000 00
			2	Guaymas	2	555....do....do		2	305....do	
			1	La Paz	1	350....do....do		1	150....do	
			1	Bella Vista	1	Ballast		1	Ballast	
	9		9		9		22,000 00	9		164,329 00
MINATITLAN.										
R. C. M. Hoyt.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.¶	4	Vera Cruz	2	New York	1	Ballast		2	444 tons mahogany, indigo, hides.	37,793 96
					1	50 tons assorted cargo	2,500 00			
			1	Boston	1	Specie	3,200 00	1	243 tons mahogany and hides	4,366 90
			1	London	1	Ballast		1	In port	
	1	New York	1	New York	1	150 tons assorted cargo	9,200 00	1	140 tons mahogany and fustic.	3,196 00
	1	New Orleans	1	....do	1	Ballast		1	Not stated	
	1	Mouth of river	1	Havana	1	....do		1	Ballast	
	7		7		7		14,900 00	7		45,356 86

* Entered: 2 schooners, 1 ship, 7 steamers, 1 brig—11. Cleared: 2 schooners, 1 ship, 6 steamers, 1 brig—10, and 1 in port. Aggregate tonnage entered, 13,829.

† Entered and cleared: 1 bark, 2 steamers, 2 schooners—5. Aggregate tonnage entered, 2,595.

‡ Entered and cleared: 6 steamers, 4 schooners, 2 ships, 1 bark—13. Aggregate tonnage entered, 8,534 93-95.

§ Entered: 4 steamers, 2 corvettes, 3 schooners, 1 bark, 1 brig—11. Cleared: 4 steamers, 1 schooner, 1 bark, 2 corvettes—8, and 3 not stated. Aggregate tonnage entered, 4,032 94-95.

‖ Entered: 1 brig, 4 steamers, 1 schooner, 1 corvette, 1 bark, 1 ship—9. Cleared: 1 brig, 4 steamers, 1 corvette, 1 bark, 1 ship—8, and 1 in port. Aggregate tonnage entered, 5,802 9-95.

¶ Entered: 1 bark, 3 brigs, 2 schooners, 1 steamer—7. Cleared: 1 bark, 2 brigs, 2 schooners, 1 steamer—6, and 1 in port. Aggregate tonnage entered, 1,594 31-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	VESSELS. CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	CARGOES. OUTWARD. No. of vessels.	Description.	Value.
HAYTI.										
PORT AU PRINCE.										
H. Conard.										
Quarter ended December 31, 1863—Cont'd.	3	New York	1	Miragoane	1	Provisions		1	10,850 lbs. logwood, 36,497 lbs. coffee.	$68,962 51
			1	Port de Paix	1	....do		1	131,225 lbs. coffee, 4,046 lbs. cotton, 40,000 lbs. logwood.	264,329 05
			1	In port	1	....do		1	In port	
	1	Philadelphia	1	Miragoane	1	....do		1	631 bales cotton, 50,000 lbs. logwood.	8,042 40
	1	Bangor	1	St. Marc	1	Lumber		1	123,900 lbs. logwood, 2,448 lbs. cotton.	22,668 99
	1	Machias	1	Miragoane	1	....do	$1,807 31	1	89,000 lbs. logwood	7,416 25
	10		10		10		14,587 14	10	Haytien currency United States currency.	440,825 04 35,226 04
Quarter ended March 31, 1863.*	3	New York	1	St. Marc	1	Provisions, &c	9,306 50	1	35,000 lbs. logwood	3,150 34
			2	Miragoane	2	....do	40,302 36	2	125,000 lbs. logwood, 4,850 lbs. old rags and cotton	14,108 49
	8	Boston	3	Boston	3	....do	27,484 87	3	705,650 lbs. logwood	58,030 73
			2	St. Marc	2	....do	27,228 00	2	115,000 lbs. logwood	9,908 16
			2	Miragoane	2	....do	24,741 16	1	40,000 lbs. logwood	3,391 72
								1	Ballast	
			1	In port	1	....do	8,208 02	1	In port	
	1	Philadelphia	1	Philadelphia	1	....do	15,030 80	1	192,000 lbs. logwood, 4,075 lbs. coffee, 2,402 lbs. cotton, 1,302 lbs. honey, 74 barrels old glass.	38,597 40
	12		12		12	United States currency	152,300 91	12		127,186 84

TAMPICO.										
F. Chase.										
Quarter ended December 31, 1862.§	1	In port	1	Not stated	1			1		
	2	New Orleans	2	New Orleans	2	Flour, lard, assorted cargo	6,564 00	2	Fruit and specie	1,135 00
	1	Vera Cruz	1	Tabasco	1	1,200 barrels flour	17,500 00	1	Ballast	
	4		4		4		24,064 00	4		1,135 00
Quarter ended March 31, 1863.‖	2	New Orleans	2	Tampico	2	Assorted cargo and clothing	7,684 00	1	Fruit	218 00
								1	In port	
	3	New York	3	....do	3	Assorted cargo and lumber	58,726 00	1	Ballast	
								2	Hides, skins, specie, &c	18,668 00
	5		5		5		66,410 00	5		18,886 00
Quarter ended June 30, 1863.¶	2	New Orleans	2	New Orleans	2	Assorted cargo	5,449 48	2	Fruit and spirits	4,284 00
	2	New York	2	New York	2	....do	40,610 66	2	In port	
	4		4		4		46,060 14	4		4,284 00
Quarter ended September 30, 1863.**	2	In port	2	New York	2	Before reported		2	Hides and skins	13,046 96
	4	New Orleans	4	New Orleans	4	Flour	9,264 50	3	Fruit, &c	311 39
								1	In port	
	6		6		6		9,264 50	6		13,358 35
VERA CRUZ.										
C. M. Proctor.										
Quarter ended December 31, 1862.††	12	In port	5	Wrecked	5			5	Wrecked	
			2	New York	2	Before reported		2	Ballast	
			1	Tampico	1	....do		1	Flour	
			1	Minatitlan	1	....do		1	Ballast	
			1	Key West	1	....do		1	....do	
			2	Not stated	2	....do		2	....do	
	7	New York	1	Tabasco	1	Assorted cargo		1	....do	
			4	New York	4	700 mules and assorted cargo		4	....do	
			1	Wrecked	1	Assorted cargo		1	Wrecked	
			1	Tuspan	1	....do		1	Ballast	

* Entered and cleared: 2 brigs, 3 barks—5. Aggregate tonnage entered, 2,570. † Entered and cleared: 3 brigs. Aggregate tonnage entered, 649.
‡ Entered and cleared: 1 brig, 3 barks, 12 schooners—16. Aggregate tonnage entered, 3,312.
§ Entered: 2 schooners, 1 brig, and 1 in port—4. Cleared: 2 schooners, 1 brig, and 1 in port—4. Aggregate tonnage entered, 386.
‖ Entered: 4 schooners, 1 sloop—5. Cleared: 4 schooners, and 1 in port—5. Aggregate tonnage entered, 632.
¶ Entered: 4 schooners. Cleared: 2 schooners, and 2 in port—4. Aggregate tonnage entered, 407.
** Entered: 3 schooners, 1 sloop—4, and 2 in port. Cleared: 5 schooners, and 1 in port. Aggregate tonnage entered, 321.
†† Entered: 11 brigs, 6 schooners, 1 sloop, 4 ships, 3 barks—25, and 12 in port. Cleared: 4 ships, 10 brigs, 1 schooner, 1 sloop, 3 barks—19, 6 wrecked, and 12 in port. Aggregate tonnage entered, 1,208 26-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
MEXICO.										
VERA CRUZ.										
C. M. Proctor.										
Quarter ended December 31, 1862—Cont'd.	11	New York	8	In port	8	Assorted cargo		8	In port	
			1	Alvarado	1	....do		1	Ballast	
			1	Matamoras	1	....do		1	....do	
			1	Minatitlan	1	....do		1	....do	
	2	New Orleans	1	New Orleans	1	....do		1	....do	
			1	In port	1	....do		1	In port	
	1	Laguna	1	Laguna	1	....do		1	Ballast	
	1	Boston	1	Minatitlan	1	....do		1	....do	
	1	Alvarado	1	New Orleans	1	....do		1	....do	
	2	Havana	2	In port	2	Assorted cargo and passengers		2	In port	
	37		37		37			37		
M. D. L. Lane.										
Quarter ended March 31, 1863.*	12	In port	3	New York	12	Before reported		8	Ballast	
			1	Alvarado				2	Wrecked	
			2	Wrecked				2	Merchandise	$30,000 00
			2	Minatitlan						
			2	Tuspan						
			1	New Orleans						
			1	Sisal						
	11	New York	1	Key West	1	Wagons for the French		1	Ballast	
			2	Minatitlan	2	Wagons, oats, &c., for the French		2	....do	
			2	Havana	2	Oats and barley for the French		2	....do	
			1	Tuspan	1	....do		1	Merchandise for Mexico	
			2	Tabasco	2	Assorted cargo		2	Ballast	
			1	New York	1	....do		1	....do	
			2	In port	2	Oats, &c., for the French		2	In port	
	5	Havana	1	Wrecked	1	Coal for the French		1	Wrecked	
			2	In port	2	....do		2	In port	
			1	Cuba	1	....do		1	Ballast	

	4	New Orleans	1	Minatitlan	1	Railroad ties		1	....do	
			1	Tuspan	1	Passengers		1	....do	
			1	Sisal	1	....do		1	....do	
			1	Cuba	1	....do		1	....do	
			1	New Orleans	1	Assorted cargo and passengers		1	....do	
	1	Portland	1	In port	1	Lumber for railroad		1	In port	
	33		33		33			33		30,000 00
Quarter ended June 30, 1863.†	5	In port	1	Key West	1	Before reported		1	Ballast	
			2	Cuba	2	....do		2	....do	
			1	Tabasco	1	....do		1	....do	
			1	New York	1	....do		1	....do	
	1	Sisal	1	Minatitlan	1	Salt		1	....do	
	5	Martinique	5	New York	5	Mules		5	....do	
	5	New Orleans	2	New Orleans	2	Assorted cargo and passengers		2	....do	
			1	Sisal	1	Passengers		1	....do	
			1	Campeachy	1	....do		1	....do	
			1	Key West	1	....do		1	....do	
	1	Nantilu	1	Wilmington	1	Salt		1	....do	
	2	New York	1	New York	1	Assorted cargo		1	....do	
			1	In port	1	7,000 railroad sleepers	$14,000 00	1	In port	
	1	Boston	1	....do	1	Ice		1	....do	
	1	Montevideo	1	....do	1	180 mules	16,200 00	1	....do	
	21		21		21		30,200 00	21		
A. S. Calderan.										
Quarter ended September 30, 1863.‡	1	Boston	1	Vera Cruz	1			1	Ballast	
	2	New York	2	....do	2			2	....do	
	2	New Orleans	2	....do	2			2	....do	
	5		5		5			5		
HONDURAS.										
OMOA.										
C. R. Follin.										
Quarter ended December 31, 1862.§	1	Boston	1	Boston	1	Lumber and provisions	2,328 14	1	Hides, sarsaparilla, fustic, India-rubber.	6,706 64
Quarter ended March 31, 1863.‖	1	Boston	1	Truxillo and Boston.	1	Lumber and provisions	996 16	1	Hides, &c.	5,910 39

* Entered: 1 ship, 4 brigs, 8 barks, 7 schooners, 1 steamer—21, and 12 port. Cleared: 2 ships, 11 schooners, 8 barks, 6 brigs, 1 steamer—28, and 5 in port. Aggregate tonnage entered, 8,453 85-95.

† Entered: 1 ship, 5 schooners, 7 barks, 3 brigs—16, and 5 in port. Cleared: 9 barks, 6 schooners, 2 brigs, 1 ship—18, and 3 in port. Aggregate tonnage entered, 5,303 49-95.

‡ Entered and cleared: 1 brig, 1 ship, 2 barks, 1 schooner—5. Aggregate tonnage entered, 1,977 57-95. § Entered and cleared: 1 brig. Tonnage, 145 49-95.

‖ Entered and cleared: 1 brig. Tonnage, 145 49-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
MEXICO.										
MANZANILLO.										
J. Xantus.										
Quarter ended June 30, 1863.*	6	San Francisco	1	San Francisco	1	Ballast		1	Ballast	
			1	In port	1	do		1	In port	
			1	London	1	do		1	Ballast	
			3	Panama	3	80 tons assorted merchandise	$37,000 00	3	35 tons indigo and coin	$650,000 00
									19 tons ores and coin	500,000 00
	3	Panama	3	San Francisco	3	364 tons assorted merchandise	204,000 00	3	14 tons hides and coin	194,000 00
									34 tons soap and coin	134,000 00
									64 tons ores and fruit	148,000 00
	2	Mazatlan	1	Acapulco	1	Ballast		1	Ballast	
			1	San Francisco	1	102 tons assorted merchandise	48,000 00	1	46 tons hides and honey	6,000 00
	11		11		11		289,000 00	11		1,632,000 00
Quarter ended September 30, 1863.		No report								
MAZATLAN.										
R. L. Robertson.										
Quarter ended December 31, 1862.†	3	San Francisco	2	La Paz	2	500 tons general merchandise	40,000 00			
			1	Guaymas	1	150 do do	20,000 00	3	400 tons general merchandise	
	1	Guaymas	1	San Francisco	1	Ballast		1	Bullion	75,000 00
	1	Manzanillo	1	do	1	do		1	Specie	1,000 00
	5		5		5		60,000 00	5		76,000 00
Quarter ended March 31, 1863.‡	8	San Francisco	2	La Paz	1	300 tons general merchandise	40,000 00	1	150 tons general merchandise	
					1	General merchandise		1	General merchandise	
			2	South	2	Ballast		2	Passengers	
			3	Guaymas	1	do		1	Ballast	
					2	420 tons general merchandise	54,100 00	1	20 tons general merchandise	3,000 00
								1	General merchandise	
			1	Ports in the Gulf	1	Ballast		1	do	
	2	La Paz	2	San Francisco	2	350 tons general merchandise	46,600 00	2	175 tons general merchandise	3,300 00

SAN JUAN DEL SUR.										
J. T. Howard.										
Quarter ended December 31, 1862.**	3	Guatemala	3	Panama	3	General cargo		3	Indigo, hides, &c.	
	4	San Jose	4	....do	4	....do		4	General cargo	
	6	Panama	2	Guatemala	2	....do		2	Dye woods, gold and silver	
			4	San Jose	4	....do		4	General cargo	
	13		13		13			13		
Quarter ended March 31, 1863.††	7	Panama	1	Guatemala						
			6	San Jose						
	6	San Jose	6	Panama	14	General merchandise		14	Silver ore, indigo, hides, deer-skins, and coffee	
	1	Salvador	1	....do						
	14		14		14			14		
Quarter ended June 30, 1863.‡‡	1	San Juan del Sur	1	San Francisco	1	Passengers		1	Passengers	
	6	Panama	6	San Jose	6	General cargo		6	Ballast	
	6	San Jose	6	Panama	6	Ballast		6	Hides and cotton	
	1	Punta Arenas	1	Conuto	1	....do		1	Palm corn	
	14		14		14			14		
Quarter ended September 30, 1863.§§	7	Panama	6	San Jose	6	General cargo				
			1	Panama	1	Woollen goods		7	Ballast	
	5	San Jose	5	....do	5	....do		4	Cotton, sugar, deer-skins	
								1	Ballast	
	12		12		12			12		
SOCIETY ISLANDS.										
TAHITI.										
J. Vander.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.‖‖	3	San Francisco	1	San Francisco	1	General merchandise	17,000 00	1	Oranges	2,500 00
			2	Huaheina	2	General cargo and lumber	3,500 00	2	Balance of cargo, oil, oranges, and ballast.	6,150 00

* Entered and cleared: 1 brig. Tonnage, 145 49-95. † Entered and cleared: 1 brig. Tonnage, 145 49-95.
‡ Entered and cleared: 1 brig, 1 steamship—2. Aggregate tonnage entered, 2,259 4-95. § Entered and cleared: 2 schooners, 1 steamer—3. Aggregate tonnage ent'd, 2,463 76-95.
‖ Entered: 3 schooners, 2 steamships—5. Cleared: 2 schooners, 2 steamships—4, and 1 in port. Aggregate tonnage entered, 4,548 7-95.
¶ Entered: 1 steamer, 1 schooner—2, and 1 in port. Cleared: 1 steamer, 1 schooner—2, and 1 in port. Aggregate tonnage entered, 2,279.
** Entered and cleared: 13 steamers. Aggregate tonnage entered, 10,645. †† Entered and cleared: 13 steamers, 1 schooner. Aggregate tonnage entered, 13,580.
‡‡ Entered and cleared: 1 schooner, 13 steamers. Aggregate tonnage entered, 14,280. §§ Entered and cleared: 12 steamers. Aggregate tonnage entered, 12,720.
‖‖ Entered: 2 brigs, 3 barks, 2 schooners, 1 ship—8. Cleared: 1 brig, 2 barks, 2 schooners, 1 ship, 1 bark condemned—7, and 1 in port. Aggregate tonnage entered, 1,787.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
MEXICO.										
MINATITLAN.										
R. C. M. Hoyt.										
Quarter ended June 30, 1863.*	3	Vera Cruz	2	London	5	Ballast		5	Mahogany	
			1	Liverpool						
	1	Aspinwall	1	....do						
	1	New Orleans	1	....do						
	5		5		5			5		
Quarter ended September 30, 1863.†	2	New York	2	New York	1	Assorted cargo	$11,534 00	2	400 tons mahogany	$5,495 70
					1	Ballast				
	1	Mouth of river	1	....do	1	....do		1	80 bales cotton	6,500 00
	3		3		3		11,534 00	3		11,995 70
TABASCO.										
J. H. Mansfield.										
One year ended September 30, 1863.‡	2	Vera Cruz	2	New York	2	Ballast		2	426¼ tons mahogany, 293½ lbs. logwood.	4,575 93¾
	1	Havana	1	Havana	1	General cargo	10,000 00	1	3,000 lbs. logwood, 120 hides, 50 bushels beans.	2,557 50
	1	Camden	1	New York	1	Ballast		1	500 lbs. logwood, 130 tons mahogany.	1,612 50
	1	Rockland	1	....do	1	....do		1	140 tons mahogany, 500 lbs. logwood.	1,370 00
	8	New York	7	....do	1	General cargo	5,437 64	8	9,100 lbs. logwood, 863 tons mahogany, 538 hides.	16,518 10½
			1	Europe	7	Ballast		1	274 tons mahogany, 530 lbs. logwood.	3,988 61½
	1	Portland	1	Boston	1	....do				
	2	Key West	1	Belize	2	1,000 bushels salt	1,666 00	2	Ballast	
			1	Santa Comapand						
	16		16		16		17,103 64	16		30,622 65½

TAMPICO.										
F. Chase.										
Quarter ended December 31, 1862.§	1	In port	1	Not stated	1			1		
	2	New Orleans	2	New Orleans	2	Flour, lard, assorted cargo	6,564 00	2	Fruit and specie	1,135 00
	1	Vera Cruz	1	Tabasco	1	1,200 barrels flour	17,500 00	1	Ballast	
	4		4		4		24,064 00	4		1,135 00
Quarter ended March 31, 1863.‖	2	New Orleans	2	Tampico	2	Assorted cargo and clothing	7,684 00	1	Fruit	218 00
								1	In port	
	3	New York	3	....do	3	Assorted cargo and lumber	58,726 00	1	Ballast	
								2	Hides, skins, specie, &c	18,668 00
	5		5		5		66,410 00	5		18,886 00
Quarter ended June 30, 1863.¶	2	New Orleans	2	New Orleans	2	Assorted cargo	5,449 48	2	Fruit and spirits	4,284 00
	2	New York	2	New York	2	....do	40,610 66	2	In port	
	4		4		4		46,060 14	4		4,284 00
Quarter ended September 30, 1863.**	2	In port	2	New York	2	Before reported		2	Hides and skins	13,046 96
	4	New Orleans	4	New Orleans	4	Flour	9,264 50	3	Fruit, &c	311 39
								1	In port	
	6		6		6		9,264 50	6		13,358 35
VERA CRUZ.										
C. M. Proctor.										
Quarter ended December 31, 1862.††	12	In port	5	Wrecked	5			5	Wrecked	
			2	New York	2	Before reported		2	Ballast	
			1	Tampico	1	....do		1	Flour	
			1	Minatitlan	1	....do		1	Ballast	
			1	Key West	1	....do		1	....do	
			2	Not stated	2	....do		2	....do	
	7	New York	1	Tabasco	1	Assorted cargo		1	....do	
			4	New York	4	700 mules and assorted cargo		4	....do	
			1	Wrecked	1	Assorted cargo		1	Wrecked	
			1	Tuspan	1	....do		1	Ballast	

* Entered and cleared: 2 brigs, 3 barks—5. Aggregate tonnage entered, 2,570. † Entered and cleared: 3 brigs. Aggregate tonnage entered, 649.
‡ Entered and cleared: 1 brig, 3 barks, 12 schooners—16. Aggregate tonnage entered, 3,312.
§ Entered: 2 schooners, 1 brig, and 1 in port—4. Cleared: 2 schooners, 1 brig, and 1 in port—4. Aggregate tonnage entered, 386.
‖ Entered: 4 schooners, 1 sloop—5. Cleared: 4 schooners, and 1 in port—5. Aggregate tonnage entered, 632.
¶ Entered: 4 schooners. Cleared: 2 schooners, and 2 in port—4. Aggregate tonnage entered, 407.
** Entered: 3 schooners, 1 sloop—4, and 2 in port. Cleared: 5 schooners, and 1 in port. Aggregate tonnage entered, 321.
†† Entered: 11 brigs, 6 schooners, 1 sloop, 4 ships, 3 barks—25, and 12 in port. Cleared: 4 ships, 10 brigs, 1 schooner, 1 sloop, 3 barks—19, 6 wrecked, and 12 in port. Aggregate tonnage entered, 1,208 26-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
MEXICO.										
VERA CRUZ.										
C. M. Proctor.										
Quarter ended December 31, 1862—Cont'd.	11	New York	8	In port	8	Assorted cargo		8	In port	
			1	Alvarado	1	....do		1	Ballast	
			1	Matamoras	1	....do		1	....do	
			1	Minatitlan	1	....do		1	....do	
	2	New Orleans	1	New Orleans	1	....do		1	....do	
			1	In port	1	....do		1	In port	
	1	Laguna	1	Laguna	1	....do		1	Ballast	
	1	Boston	1	Minatitlan	1	....do		1	....do	
	1	Alvarado	1	New Orleans	1	....do		1	....do	
	2	Havana	2	In port	2	Assorted cargo and passengers		2	In port	
	37		37		37			37		
M. D. L. Lane.										
Quarter ended March 31, 1863.*	12	In port	3	New York	12	Before reported		8	Ballast	
			1	Alvarado				2	Wrecked	
			2	Wrecked				2	Merchandise	$30,000 00
			2	Minatitlan						
			2	Tuspan						
			1	New Orleans						
			1	Sisal						
	11	New York	1	Key West	1	Wagons for the French		1	Ballast	
			2	Minatitlan	2	Wagons, oats, &c., for the French		2	....do	
			2	Havana	2	Oats and barley for the French		2	....do	
			1	Tuspan	1	....do		1	Merchandise for Mexico	
			2	Tabasco	2	Assorted cargo		2	Ballast	
			1	New York	1	....do		1	....do	
			2	In port	2	Oats, &c., for the French		2	In port	
	5	Havana	1	Wrecked	1	Coal for the French		1	Wrecked	
			2	In port	2	....do		2	In port	
			1	Cuba	1	....do		1	Ballast	

						10 seroons silver ore	1,500 00				
						924 boiler tubes	2,754 00				
						Specie	94,646 65				
	21		21		21		13,089,378 65	21			4,117,475 00
Quarter ended June 30, 1863.†	3	In port	1	Sonora	1	Before reported		1			
			1	San Francisco	1	....do		2	General cargo		486,000 00
			1	Central America	1	....do					
	9	San Francisco	8	San Francisco	9	712 sacks potatoes, 1,983 hides, 1,870 packages wool, 106 cases express, 13 cases furs, 27 bales deer and sheep skins, 1 horse, 10 chests tea, 80 cases merchandise, 5 cases natural curiosities, 119 flasks quicksilver, 149 bags silver ore, treasure, 4,580 bales cotton, &c.	10,090,405 94	8	....do		3,615,400 00
			1	In port				1	In port		
	1	Philadelphia	1	Callao	1	1,760 tons coal, 3 iron buges	28,358 00	1	Ballast		
	1	Pearl Islands	1	Pearl Islands	1	Ballast		1	....do		
	6	Central America	5	Central America	6	161 ceroons indigo, 1,861 ceroons cochineal, 7,561 sacks coffee, 8,767 hides, 70 deer-skins, 715 bales cotton, 911 packages sugar, cigars, and rice, 107 sacks cocoa, 232 packages silver ore, specie, 100 cases balsam, 1,259 iron tubes, 75 cases merchandise, 9 cases samples, general merchandise, &c.	717,953 58	5	General cargo		337,850 00
			1	In port				1	In port		
	20		20		20		10,836,717 52	20			4,439,250 00
Quarter ended September 30, 1863.‡	3	In port	1	In port	3	Before reported		1	In port		
			1	Central America				2	General cargo		1,070,150 00
			1	San Francisco							
	9	San Francisco	8	....do	9	929 sacks potatoes, 1,698 packages wool, 144 cases express, 26 cases furs, 57 bundles deer and sheep skins, 160 cases tea, 84 packages merchandise, 436 packages silver ore, 39 cases whalebone, 70 packages raw silk, 1,200 composition tubes, 12 bags cochineal, 408 bales cotton.	9,490,145 78	8	....do		4,832,000 00
			1	In port				1	In port		

* Entered: 16 steamers, 4 sailing vessels—20, and 1 in port. Cleared: 14 steamers, 5 sailing vessels—19, and 2 in port. Aggregate tonnage entered, 31,359 20-95.
† Entered: 15 steamers, 1 ship. 1 brig—17, and 3 in port. Cleared: 15 steamers, 1 ship, 1 brig—17, 1 not stated, and 2 in port. Aggregate tonnage entered, 28,174 2-95.
‡ Entered: 15 steamships, 3 ships, 1 brig—19, and 3 in port. Cleared: 15 steamships, 1 ship—16, 2 not stated, and 4 in port. Aggregate tonnage entered, 28,953 44-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS. ENTERED. No. of vessels.	Where from.	CLEARED. No. of vessels.	Where for.	CARGOES. INWARD. No. of vessels.	Description.	Value.	OUTWARD. No. of vessels.	Description.	Value.
NEW GRANADA.										
PANAMA.										
A. R. McKee.										
Quarter ended September 30, 1863—Cont'd.	3	Philadelphia	1	Callao	3	4,825 tons coal	$77,200 00	1	Ballast	
			2	In port				2	In port	
	1	Pearl Islands	1	Pearl Islands	1	Ballast		1	Ballast	
	6	Central America	5	Central America	6	1,313 sacks coffee, 435 packages sugar 4,81 ceroon cochineal, 60 cases balsam, 220 cases cigars, 311 packages merchandise, 19 bales deer-skins, 7,722 hides, 20 sacks rice, 35 ceroons silver ore, 9 bales India, 101 ceroons indigo, 55 sacks cocoa, 53 bales cotton, specie.	914,409 71	5	General merchandise	$253,100 00
			1	In port				1	In port	
	22		22		22		10,481,755 49	22		6,155,250 00
SABANILLA.										
W. A. Chapman.										
1st quarter		No report								
Quarter ended March 31, 1863.*	1	Santa Martha	1	Carthagena	1	General merchandise		1	36,935 lbs. hides, 339 bags coffee, 14,415 lbs. ivory nuts, 12 bales bark, 1,025 lbs. hide-cuttings, 330 lbs. balsam tolu.	13,488 16
3d and 4th quarters		No report								

SAN JUAN DEL SUR.										
J. T. Howard.										
Quarter ended December 31, 1862.**	3	Guatemala	3	Panama	3	General cargo		3	Indigo, hides, &c.	
	4	San Jose	4	....do	4	....do		4	General cargo	
	6	Panama	2	Guatemala	2	....do		2	Dye woods, gold and silver	
			4	San Jose	4	....do		4	General cargo	
	13		13		13			13		
Quarter ended March 31, 1863.††	7	Panama	1	Guatemala						
			6	San Jose						
	6	San Jose	6	Panama	14	General merchandise		14	Silver ore, indigo, hides, deer-skins, and coffee	
	1	Salvador	1	....do						
	14		14		14			14		
Quarter ended June 30, 1863.‡‡	1	San Juan del Sur	1	San Francisco	1	Passengers		1	Passengers	
	6	Panama	6	San Jose	6	General cargo		6	Ballast	
	6	San Jose	6	Panama	6	Ballast		6	Hides and cotton	
	1	Punta Arenas	1	Conuto	1	....do		1	Palm corn	
	14		14		14			14		
Quarter ended September 30, 1863.§§	7	Panama	6	San Jose	6	General cargo				
			1	Panama	1	Woollen goods		7	Ballast	
	5	San Jose	5	....do	5	....do		4	Cotton, sugar, deer-skins	
								1	Ballast	
	12		12		12			12		
SOCIETY ISLANDS.										
TAHITI.										
J. Vander.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.‖‖	3	San Francisco	1	San Francisco	1	General merchandise	17,000 00	1	Oranges	2,500 00
			2	Huaheina	2	General cargo and lumber	3,500 00	2	Balance of cargo, oil, oranges, and ballast.	6,150 00

* Entered and cleared: 1 brig. Tonnage, 145 49-95. † Entered and cleared: 1 brig. Tonnage, 145 49-95.
‡ Entered and cleared: 1 brig, 1 steamship—2. Aggregate tonnage entered, 2,259 4-95. § Entered and cleared: 2 schooners, 1 steamer—3. Aggregate tonnage ent'd, 2,463 76-95.
‖ Entered: 3 schooners, 2 steamships—5. Cleared: 2 schooners, 2 steamships—4, and 1 in port. Aggregate tonnage entered, 4,548 7-95.
¶ Entered: 1 steamer, 1 schooner—2, and 1 in port. Cleared: 1 steamer, 1 schooner—2, and 1 in port. Aggregate tonnage entered, 2,279.
** Entered and cleared: 13 steamers. Aggregate tonnage entered, 10,645. †† Entered and cleared: 13 steamers, 1 schooner. Aggregate tonnage entered, 13,580.
‡‡ Entered and cleared: 1 schooner, 13 steamers. Aggregate tonnage entered, 14,280. §§ Entered and cleared: 12 steamers. Aggregate tonnage entered, 12,720.
‖‖ Entered: 2 brigs, 3 barks, 2 schooners, 1 ship—8. Cleared: 1 brig, 2 barks, 2 schooners, 1 ship, 1 bark condemned—7, and 1 in port. Aggregate tonnage entered, 1,787.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
SOCIETY ISLANDS.										
TAHITI.										
J. Vander.										
Quarter ended March 31, 1863—Continued.	3	Whale cruise	1	Condemned	1	300 barrels whale oil	$15,000 00	1	Condemned	
			1	Talcahuana	1	1,700 bbls. whale oil, 6,000 lbs. bone.	48,000 00	1	Same as inward cargo	$48,000 00
			1	New Bedford	1	1,400 bbls. sperm oil	60,000 00	1	do	60,000 00
	1	Puget's Sound	1	In port	1	Lumber	4,800 00	1	In port	
	1	Sydney	1	Raiatea	1	General cargo and coals	3,000 00	1	Whale oil and oranges	6,000 00
	8		8		8		151,300 00	8		122,650 00
Quarter ended June 30, 1863.*	2	Puget's Sound	2	San Francisco	2	Lumber	53,000 00	2	Oranges	6,650 00
	1	Sydney	1	do	1	Coals	2,000 00	1	Same as inward cargo	
	1	Whaling cruise	1	Cruise	1	Sperm oil	30,000 00	1	Called for supplies	
	4		4		4		85,000 00	4		6,650 00
Quarter ended September 30, 1863.†	1	Whaling	1	In distress	1	Sperm oil	35,000 00	1	In distress, in port	
	1	New Zealand	1	Puget's Sound	1	Marsh dramatical society		1	Oranges	600 00
	1	Talcahuana	1	In distress	1	Sperm oil	2,000 00	1	In distress, in port	
	3		3		3		37,000 00	3		600 00
PAPEETE.										
J. Vander.										
Quarter ended December 31, 1862.‡	1	New Bedford	1	New Bedford	1	Sperm oil and whalebone	50,000 00	1	Inward cargo	50,000 00
	3	San Francisco	1	Raiata, Soc'y I'lds	1	Lumber, &c	11,046 00	1	Lumber, &c	5,000 00
			1	New Zealand	1	Called for supplies		1	Called for supplies	
			1	Sydney	1	Passengers and general cargo	5,000 00	1	Same as inward cargo	18,000 00
	1	Marquesas and Palta.	1	San Francisco	1	Coffee and quicksilver	19,000 00	1	do	17,000 00
	5		5		5		85,046 00	5		90,000 00

Quarter ended March 31, 1863.‡	2	In port	2	New York	2	Before reported		2	Rubber, nuts, cotton, &c	59,627 84
	5	New York	5	....do	5	Flour, tea, gold, &c	178,236 50	5	....do....do	175,397 86
	7		7		7		178,236 50	7		235,025 70
Quarter ended June 30, 1863.§	3	New York	3	New York	3	1,775 barrels flour, 400 boxes fire-crackers.	48,803 67	3	India-rubber, nuts, &c	93,210 26
Quarter ended September 30, 1863.‖	1	New York	1	New York	1	500 barrels flour, tea, &c	12,667 52	1	Nuts, rice, &c	10,804 83
PERNAMBUCO.										
T. Adamson, jr.										
Quarter ended December 31, 1862.¶	2	In port	1	English Channel	1	Before reported		1	3,723 bags sugar	8,500 00
			1	Philadelphia	1	....do		1	2,800 bags sugar, 154 bags cotton.	23,030 00
	4	New York	1	Turk's Island	1	2,450 barrels flour and sundries	19,500 00	1	Ballast	
			2	New York	2	6,479....do....do	59,300 00	2	7,500 bags sugar, 801 bags cotton.	80,416 00
			1	In port	1	1,847 barrels flour	23,749 00	1	In port	
	2	Baltimore	1	Valparaiso	1	1,200 barrels flour and sundries	10,794 00	1	1,400 bags sugar	28,628 00
			1	Bahia	1	Flour		1	Inward cargo	
	1	New Bedford	1	Whaling	1	Whaling stores		1	....do	
	5	Philadelphia	1	Delaware Breakwater.	1	3,900 barrels flour	28,630 00	1	5,600 bags sugar	31,415 00
			3	Philadelphia	3	5,361 barrels flour and sundries	45,371 00	3	5,700 bags sugar, 94 bags cotton, and bones.	35,740 00
			1	In port	1	2,100....do....do	16,717 00	1	In port	
	1	Boston	1	....do	1	250....do....do	8,700 00	1	....do	
	15		15		15		212,761 00	15		207,729 00
Quarter ended March 31, 1863.**	3	In port	1	New York, *via* Parahiba.	1	Before reported		1	650 bags cotton, 50½ tons scrap iron.	32,977 00
			2	New York	2	....do		2	8,400 bags sugar	41,570 00
	5	Philadelphia	1	....do	1	2,405 barrels flour and crackers	21,150 00	1	4,000....do	20,653 00
			4	Philadelphia	4	9,145 barrels flour and sundries	86,399 00	4	6,275 bags sugar, 302 bags cotton, 6,860 hides.	73,621 00
	1	Sumatra	1	Gibraltar	1	Pepper		1	Inward cargo, called for orders	
	1	Bahia	1	New York	1	800 bags sugar	4,000 00	1	520 bags cotton, inward cargo, and sundries.	39,387 00

* Entered: 1 brig, and 1 in port. Cleared: 1 brig, 1 bark—2. Tonnage, 174 27-95.
† Entered: 3 brigs, 1 schooner—4, and 2 in port. Cleared: 3 brigs, 1 schooner—4, and 2 in port. Aggregate tonnage entered, 748.
‡ Entered: 3 brigs, 2 schooners—5, and 2 in port. Cleared: 4 brigs, 3 schooners—7. Aggregate tonnage entered, 946.
§ Entered and cleared: 2 schooners, 1 brig—3. Aggregate tonnage entered, 595. ‖ Entered and cleared: 1 schooner. Tonnage, 225.
¶ Entered: 1 ship, 7 barks, 4 brigs, 1 schooner—13, and 2 in port. Cleared: 1 ship, 7 barks, 2 brigs, 2 schooners—12, and 3 in port. Aggregate tonnage entered, 3,740 31-95.
** Entered: 1 ship, 5 barks, 3 brigs, 2 schooners, 1 propeller—12, and 3 in port. Cleared: 1 ship, 6 barks, 5 brigs, 2 schooners, 1 propeller—15. Aggregate tonnage entered, 3,363 51-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRAZIL.										
PERNAMBUCO.										
T. Adamson, jr.										
Quarter ended March 31, 1863—Continued.	4	New York	1	New York	1	941 barrels flour and sundries	$16,120 00	1	25 bags cotton, 4,476 hides, &c.	$17,012 00
			1	Shanghai	1	Ballast		1	Ballast	
			1	Boston	1	3,362 barrels flour and pepper	32,400 00	1	5,000 bags sugar, 305 bags cotton.	44,689 00
			1	Parahiba	1	1,933 barrels flour and sundries	38,400 00	1	Rags, old iron, &c	1,464 00
	1	St. Catharine's	1	Sag Harbor	1	Whale oil		1	Inward cargo	
	15		15		15		198,469 00	15		271,373 00
Quarter ended June 30, 1863.*	3	New York	2	New York	2	3,547 barrels flour, &c	44,000 00	1	4,790 arrobas cotton	47,908 00
								1	Sold	
			1	Sold	1	1,000 barrels flour, &c	14,000 00	1	....do	
	4	Philadelphia	2	Philadelphia	2	4,399 ....do	41,903 00	2	14,000 arrobas sugar, cotton, &c.	22,340 00
			1	New York	1	2,610 ....do	26,000 00	1	150 tons old iron	2,308 00
			1	In port	1	1,870 ....do	17,120 00	1	In port	
	1	New Bedford	1	....do	1	Sundries	30,000 00	1	....do	
	8		8		8		173,023 00	8		72,556 00
Quarter ended September 30, 1863.†	2	In port	1	Condemned & sold	1	Before reported		1	Condemned and sold	
			1	Philadelphia	1	....do		1	500 bags sugar, 2,975 hides	14,153 00
	2	Philadelphia	1	Sold	2	3,098 barrels flour, 300 kegs crackers, 20 barrels blacking, 392 gallons kerosene oil, 20 gross vermifuge, 13 cases almond oil.	25,470 00	1	Sold	
			1	Philadelphia				1	In port	
	1	Bahia	1	Porto Rico	1	American Circus Company		1	Inward cargo	
	5		5		5		25,470 00	5		14,153 00

RIO GRANDE DEL SUL.										
D. Brastow.										
Quarter ended December 31, 1862.†	2	In port	1	New York	1	Before reported		1	Hides and hair	19,600 00
			1	Sold	1	....do		1	Sold	
	1	Baltimore	1	New York	1	Flour, lard, &c.	16,900 00	1	Hides, woods, &c.	29,800 00
	1	Rio Janeiro	1	....do	1	Ballast		1	Hides, hair, &c.	18,900 00
	1	Cadiz	1	In port	1	Salt	800 00	1	In port	
	1	St. Helen's	1	....do	1	Ballast		1	....do	
	6		6		6		17,700 00	6		68,300 00
Quarter ended March 31, 1863.§	2	In port	1	New York	1	Before reported		1	Hides and woods	40,000 00
			1	St. Helen's	1	....do		1	Cattle and horses	3,500 00
	1	New York	1	New York	1	Flour, lard, &c.	20,471 00	1	Hides, hair, &c.	37,331 50
	1	Lisbon	1	Montevideo	1	Salt	550 00	1	Mats	10,000 00
	1	Baltimore	1	New York	1	Flour, lard, &c.	9,262 00	1	Hides, woods, &c.	15,470 00
	1	Cadiz	1	In port	1	Salt	500 00	1	In port	
	1	St. Helen's	1	....do	1	Ballast		1	....do	
	7		7		7		30,783 00	7		106,301 50
Quarter ended June 30, 1863.‖	2	In port	2	Bahia	2	Before reported		1	Jerked beef	9,500 00
								1	Sold	
	1	Montevideo	1	Rio de Janeiro	1	Ballast		1	Ballast	
	1	New York	1	....do	1	Flour and lard	13,500 00	1	Hides and horns	
	4		4		4		13,500 00	4		9,500 00
Quarter ended September 30, 1863.¶	1	In port	1	New York	1	Before reported		1	Hides, wool, hair, &c.	65,173 77
	1	New York	1	....do	1	Flour, lard, &c.	31,891 00	1	....do	
	2		2		2		31,891 00	2		65,173 77
RIO JANEIRO.										
G. H. Burritt.										
Quarter ended December 31, 1862.**	7	New York	1	California	1	Cargo not landed		1	Cargo not landed	
			4	New York	4	8,846 bbls. flour and sundries		2	4,881 bags coffee	
								2	Ballast	
			1	Hong Kong	1	Cargo not landed		1	Cargo not landed	
			1	Boston	1	210,267 feet lumber		1	246 logs rosewood	

* Entered: 1 ship, 3 barks, 3 brigs, 1 schooner—8 Cleared: 3 barks, 1 schooner, 2 sold—6, and 2 in port. Aggregate tonnage entered, 2,047 10-95.
† Entered: 2 brigs, 1 bark—3, and 2 in port. Cleared: 2 brigs, 1 sold, 1 condemned—4, and 1 in port. Aggregate tonnage entered, 659 7-95.
‡ Entered: 3 schooners, 1 bark—4, and 2 in port. Cleared: 4 schooners, and 2 in port. Aggregate tonnage entered, 860.
§ Entered: 2 brigs, 3 schooners—5, and 2 in port. Cleared: 1 bark, 2 schooners, 2 brigs—5, and 2 in port. Aggregate tonnage entered, 982.
‖ Entered: 2 brigs, and 2 in port. Cleared: 1 schooner, 1 brig, 1 sold—3, and 1 in port. Aggregate tonnage entered, 440.
¶ Entered: 1 brig, and 1 in port. Cleared: 2 brigs. Tonnage, 217.
** Entered: 24 barks, 11 ships, 1 schooner, 9 brigs—45. Cleared: 19 barks, 8 brigs, 9 ships, 1 schooner—37, and 8 in port. Aggregate tonnage entered, 22,747.

Navigation and commerce of the United States with foreign countries—Continued.

Country, consulate, name of consul, and date of returns.	Vessels. Entered. No. of vessels.	Vessels. Entered. Where from.	Vessels. Cleared. No. of vessels.	Vessels. Cleared. Where for.	Cargoes. Inward. No. of vessels.	Cargoes. Inward. Description.	Cargoes. Inward. Value.	Cargoes. Outward. No. of vessels.	Cargoes. Outward. Description.	Cargoes. Outward. Value.
NEW GRANADA.										
PANAMA.										
A. R. McKee.										
Quarter ended September 30, 1863—Cont'd.	3	Philadelphia	1	Callao	3	4,825 tons coal	$77,200 00	1	Ballast	
			2	In port				2	In port	
	1	Pearl Islands	1	Pearl Islands	1	Ballast		1	Ballast	
	6	Central America	5	Central America	6	1,313 sacks coffee, 435 packages sugar, 4,817 ceroons cochineal, 60 cases balsam, 220 cases cigars, 314 packages merchandise, 191 bales deer-skins, 7,722 hides, 20 sacks rice, 135 ceroons silver ore, 9 bales India, 101 ceroons indigo, 55 sacks cocoa, 53 bales cotton, specie.	914,409 71	5	General merchandise	$253,100 00
			1	In port				1	In port	
	22		22		22		10,481,755 49	22		6,155,250 00
SABANILLA.										
W. A. Chapman.										
1st quarter		No report								
Quarter ended March 31, 1863.*	1	Santa Martha	1	Carthagena	1	General merchandise		1	36,935 lbs. hides, 339 bags coffee, 14,415 lbs. ivory nuts, 12 bales bark, 1,025 lbs. hide-cuttings, 330 lbs. balsam tolu.	13,488 16
3d and 4th quarters		No report								

James Monroe.											
Quarter ended March 31, 1863.*	9	Baltimore	4	Baltimore	4	12,016 bbls. and 200 half bbls. flour.	239,884 00	3	6,122 bags coffee	369,070 00
			1	St. Thomas	1	3,740 bbls. and 240 half bbls. flour.		1	Ballast	
								1	....do	
			1	Hampton Roads	1	4,000 bbls. flour		1	4,000 bags coffee	
			1	Not stated	1	3,536 bbls. flour		1	3,337 bags coffee	
			2	In port	1	2,264 bbls. flour		1	In port	
					1			1	....do	
	1	Boston	1	Calcutta	1	3,000 bbls. flour	40,000 00	1	Ballast	
	4	New York	1	Not stated	1	1,393 bbls. flour	112,266 00	1	156 logs rosewood	197,200 00
			1	New York	1	7,000 bbls. flour		1	6,395 bags coffee	
			2	In port	2	4,801 bbls. flour		2	In port	
	1	Liverpool	1	Callao	1	1,000 tons coal		1	Ballast	
	4	Philadelphia	1	St. Thomas	1	1,230 bbls. flour	80,600 00	1	....do	41,000 00
			2	Philadelphia	2	5,527 bbls. flour		2	1,657 b'gs coffee and rosewood	
			1	In port	1	1,845 bbls. flour		1	In port	
	1	Cardiff	1	Not stated	1	851 tons coal		1	Ballast	
	1	Setubal	1	In port	1	434 moios salt		1	In port	
	1	Newcastle	1	....do	1	999 tons coal		1	....do	
	1	Newport	1	....do	1	1,700 tons coal		1	....do	
	1	Cette	1	....do	1			1	....do	
	24		24		24		472,750 00	24		607,270 00
Quarter ended June 30, 1863.†	6	Baltimore	3	Baltimore	3	9,173 bbls. flour	237,908 00	3	5,898 bags coffee	168,487 00
			3	In port	2	4,575 bbls. and 200 h'lf bbls. flour		2	In port	
					1	Flour		1	....do	
	5	Cardiff	1	Callao	1	1,570 tons coal		1	Ballast	
			4	In port	4	5,597 tons coal		4	In port	
	1	Philadelphia	1	Philadelphia	1	1,700 bbls. flour	31,000 00	1	Ballast	
	2	Liverpool	1	Callao	1	1,730 tons coal		1	....do	
			1	In port	1	1,817 tons coal		1	In port	
	1	Sunderland	1	....do	1	1,050 tons coal		1	....do	
	1	Rio Grande	1	....do	1	Ballast		1	....do	
	2	Bermuda	1	China	1	General cargo		1	....do	
			1	Baltimore	1	3,150 bbls. flour		1	Ballast	
	2	Boston	1	China	1	Sundries	15,000 00	1	Sundries	22,305 00
			1	In port	1	1,234 tons ice, lumber		1	In port	
	2	New York	1	Oregon	1	Cargo not landed		1	Same as inward cargo	
			1	In port	1	... do		1	In port	
	1	Montevideo	1	Boston	1	1,935 bags bran		1	Ballast	
	23		23		23		283,908 00	23		190,792 00
Quarter ended September 30, 1863.‡	4	Boston	1	Batavia	1	3,133 bbls. flour	44,330 00	1	Part of inward cargo	
			2	California	2	Cargoes not landed		2	Same as inward cargo	
			1	Calcutta	1	800 tons ice, lumber, &c.		1	Ballast	

* Entered: 7 ships, 11 barks, 4 brigs, 2 schooners—24. Cleared: 5 ships, 7 barks, 2 brigs, 1 schooner—15, and 9 in port. Aggregate tonnage entered, 11,395.
† Entered: 3 brigs, 8 barks, 12 ships—23. Cleared: 2 brigs, 5 barks, 3 ships—10, and 13 in port. Aggregate tonnage entered, 15,018.
‡ Entered: 11 ships, 9 barks, 1 brig, 1 steamer—22. Cleared: 7 ships, 7 barks, 1 brig, 1 steamer—16, and 6 in port. Aggregate tonnage entered, 19,671.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRAZIL.										
MARANHAM.										
W. H. Evans.										
Quarter ended December 31, 1862—Cont'd.	3	New York	3	N. York *via* Para	3	1,400 bbls. flour, 20 bbls. rosin, 300 tins and 197 cases crackers, 20 chests tea, 31 cases domestics, 10 cases hats and caps, 20 bags barley, 980 reams paper, 315 boards, 64 boxes drugs, 50 kegs lard, 50 cases hardware, lumber.	$21,425 00	3	Inward cargo	$19,500 00
	1	Newcastle	1	New York	1	628 tons coal	5,050 00	1	In port	
	6		6		6		26,475 00	6		27,500 00
Quarter ended March 31, 1863.*	1	In port	1	Cienfuegos	1	Before reported		1	Ballast	
	1	New York	1	New York	1	700 bbls. flour, 20 bbls. rosin, 200 cases crackers, 50 cases hardware, 20 cases kerosene oil, 1,000 reams wrapping paper, domestics, &c.	12,650 00	1	100 bales cotton 6,000 dry hides	5,545 00 18,658 00
	2		2		2		12,650 00	2		24,203 00
3d and 4th quarters		No report								
PARA.										
S. G. Pond.										
Quarter ended December 31, 1862.†	2	In port	2	New York	2	Before reported		2	Rubber mits, &c.	81,614,845
	4	New York	2	do	2	Flour and domestics	18,545 35	2	do	51,020,872
			2	In port	2	Flour, domestics, and gold	37,267 17	2	In port	
	6		6		6		55,812 52	6	Brazilian currency United States currency	132,644,717 27,634 30

Quarter ended June 30, 1863. †	2	San Francisco	2	San Francisco	2	Ballast		2	4,144 qqs. Muscovado sugar.. 1,125 qqs. Muscovado sugar...	22,048 75
Quarter ended September 30, 1863.		No report								
ARGENTINE REPUBLIC.										
BUENOS AYRES.										
H. R. Helper.										
Quarter ended December 31, 1862. ‡	14	In port	1	Sold	14	Before reported		1	Sold	
			3	Boston				3	27,720 dry hides, 646 lbs. wool	270,295 00
			1	Liverpool				1	For Liverpool	
			4	New York				4	663 bales wool, 8,874 dry hides.	179,987 00
			3	Foreign ports				3	Foreign ports	
			1	Condemned				1	Condemned and sold	
			1	East Indies				1	East Indies	
	4	Boston	1	India	1	318,997 ft. white pine lumber and sundries.	11,476 00	1	For India	
			1	Rio Negro	1	7,484 pieces lumber and sundries.	16,000 00	1	For Rio Negro	
			2	In port	2	132,879 ft. spruce lumber, 79,697 ft. pine lumber.	14,051 00	2	In port	
	1	Bangor	1	Foreign ports	1	400,640 feet pine lumber, 50,000 shingles.	4,800 00	1	Foreign ports	
	7	New York	1	....do	1	38,224 pieces lumber and sundries.	13,758 00	1	.....do	
			2	New York	2	250 bbls. alcohol, 10,293 ft. pine lumber.	11,763 00	2	259 bales wool, 14,878 dry hides.	119,067 00
			4	In port	4	111 bbls. flour, 369,922 feet pine lumber, &c.	36,961 00	4	In port	
	1	St. Ubes	1	New York	1			1	525 bales wool, 2,400 dry hides.	79,230 00
	1	Cardiff	1	....do	1			1	270 bales wool, 1,200 dry hides.	46,682 00
	1	Rio Janeiro	1	Sold	1			1	Sold	
	1	Bahia	1	In port	1			1	In port	
	1	Hamburg	1	....do	1			1	....do	
	1	Frankfort	1	....do	1	96,643 feet pine boards, &c	4,500 00	1	....do	
	2	Searsport	2	....do	2	614,607 feet pine boards, &c	22,250 00	2	....do	
	1	Baltimore	1	....do	1	1,540 bbls. flour and sundries	28,909 00	1	....do	
	1	Fray Bentos	1	....do	1			1	....do	
	3	Montevideo	3	....do	3			3	....do	
	39		39		39		164,468 00	39		695,261 00

* Entered and cleared: 2 ships, 1 bark—3. Aggregate tonnage entered, 1,063 23-95.
† Entered and cleared: 1 bark, 1 schooner—2. Aggregate tonnage entered, 511.
‡ Entered: 9 ships, 9 barks, 7 brigs—25, and 14 in port. Cleared: 10 ships, 6 barks, 3 brigs, 1 schooner, 3 sold—23, and 16 in port. Aggregate tonnage entered, 11,835 82-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRAZIL.										
PERNAMBUCO.										
T. Adamson, jr.										
Quarter ended March 31, 1863—Continued.	4	New York	1	New York	1	941 barrels flour and sundries	$16,120 00	1	25 bags cotton, 4,476 hides, &c.	$17,012 00
			1	Shanghai	1	Ballast		1	Ballast	
			1	Boston	1	3,362 barrels flour and pepper	32,400 00	1	5,000 bags sugar, 305 bags cotton.	44,689 00
			1	Parahiba	1	1,933 barrels flour and sundries	38,400 00	1	Rags, old iron, &c	1,464 00
	1	St. Catharine's	1	Sag Harbor	1	Whale oil		1	Inward cargo	
	15		15		15		198,469 00	15		271,373 00
Quarter ended June 30, 1863.*	3	New York	2	New York	2	3,547 barrels flour, &c	44,000 00	1	4,790 arrobas cotton	47,908 00
								1	Sold	
			1	Sold	1	1,000 barrels flour, &c	14,000 00	1	do	
	4	Philadelphia	2	Philadelphia	2	4,399 do	41,903 00	2	14,000 arrobas sugar, cotton, &c.	22,340 00
			1	New York	1	2,610 do	26,000 00	1	150 tons old iron	2,308 00
			1	In port	1	1,870 do	17,120 00	1	In port	
	1	New Bedford	1	do	1	Sundries	30,000 00	1	do	
	8		8		8		173,023 00	8		72,556 00
Quarter ended September 30, 1863.†	2	In port	1	Condemned & sold	1	Before reported		1	Condemned and sold	
			1	Philadelphia	1	do		1	500 bags sugar, 2,975 hides	14,153 00
	2	Philadelphia	1	Sold	2	3,098 barrels flour, 300 kegs crackers, 20 barrels blacking, 392 gallons kerosene oil, 20 gross vermifuge, 13 cases almond oil.	25,470 00	1	Sold	
			1	Philadelphia				1	In port	
	1	Bahia	1	Porto Rico	1	American Circus Company		1	Inward cargo	
	5		5		5		25,470 00	5		14,153 00

			1	Boston	1	11,023 pieces lumber	22,882 00	1	5,583 dry hides, 97 bales wool	27,306 00
			1	India	1	408,985 feet lumber	9,963 00	1	Ballast	
			1	Pacific	1	31,317 pieces lumber, 551,371 shingles.	24,606 00	1	....do	
	1	London	1	Foreign ports	1	General cargo	17,500 00	1	....do	
	2	Portland	1	Boston	1	210,000 feet pine lumber	5,415 00	1	150 bales wool, 4,163 dry hides	34,457 00
			1	Callao	1	404,000 feet lumber	16,100 00	1	Ballast	
	1	Porto Alegre	1	Brazil	1	General cargo	7,600 00	1	....do	
	1	Montevideo	1	New York	1	Ballast		1	8,544 dry hides, 217 bales wool	56,064 00
	1	Hamburg	1	In port	1	General cargo	25,200 00	1	In port	
	1	Baltimore	1	....do	1	1,200 bbls. sugar, &c	50,812 00	1	....do	
	1	Rio Negro	1	....do	1	Wheat, &c	5,600 00	1	....do	
	40		40		40		477,995 00	40		685,636 00
Quarter ended September 30, 1863.‡	12	In port	1	Parana	12	Before reported		1	Ballast	
			2	New York				2	5,817 dry hides	21,346 00
									150 bales wool	22,030 00
			1	United States				1	Ballast	
			1	Pacific				1	....do	
			4	Callao				4	....do	
			2	Foreign ports				2	....do	
			1	Sold				1	Sold	
	1	San Nicolas	1	Falmouth	1	Ballast		1	Ballast	
	3	Boston	1	In port	1	183,678 ft. lumber and sundries	5,350 00	1	In port	
			1	Callao	1	633,876 ft. lumber and sundries	32,000 00	1	Ballast	
			1	Calcutta	1	31,999 pieces pine lumber and sundries.	13,100 00	1	....do	
	5	New York	2	New York	2	1,008 pieces pine lumber, 101 cases chairs.	22,060 00	1	194 bales wool	26,872 00
						288,625 feet lumber, &c	18,736 00	1	Ballast	
			1	Callao	1	33,981 pieces pine lumber, &c	14,081 00	1	....do	
			1	United States	1	404,221 feet lumber, &c	14,938 00	1	....do	
			1	In port	1	1,000 bbls. sugar, 1,000 cases chairs.	57,802 00	1	In port	
	1	Montevideo	1	Sold	1	Ballast		1	Sold	
	22		22		22		178,067 00	22		70,248 00
CHILI.										
TALCAHUANA.										
J. H. Trumbull.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.§	12	Cruise	12	Cruise	12	2,800 bbls. sperm oil, 3,485 bbls. whale oil, 13,641 lbs. whalebone.		12	Same as inward cargo	

* Entered: 7 ships, 16 barks, 3 brigs, 1 schooner, 4 not stated—31. Cleared: 8 ships, 15 barks, 8 brigs—31. Aggregate tonnage entered, 14,249 87-95.
† Entered: 10 ships, 8 barks, 4 brigs, 2 schooners—24, and 16 in port. Cleared: 10 ships, 16 barks, 9 brigs, 3 schooners—38, and 12 in port. Aggregate tonnage entered, 13,929.
‡ Entered: 5 ships, 4 barks, 1 schooner—10, and 12 in port. Cleared: 12 ships, 4 barks, 2 schooners, 2 sold—20, and 2 in port. Aggregate tonnage entered, 5,997.
§ Entered: 11 ships, 20 barks—31. Cleared: 9 ships, 14 barks, 1 sold—24, and 7 in port. Aggregate tonnage entered, 10,561.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRAZIL.										
RIO JANEIRO.										
G. H. Burritt.										
Quarter ended December 31, 1862—Cont'd.	6	New York	1	St. Thomas	1	169,000 feet lumber	$983,168 00	1	Ballast	586,113 00
			1	Rio Grande	1	1,150 bbls. flour		1	do	
			1	Pacific	1			1		
			1	Not stated	1	Cargo not landed		1	Cargo not landed	
			1	Hampton Roads	1	3,066 bbls. flour		1	500 bags coffee	
			1	In port	1	2,186 bbls. flour		1	In port	
	17	Baltimore	8	Baltimore	8	24,216 bbls. flour		7	15,492 bags coffee	
								1	Ballast	
			3	New York	3	10,229 bbls. and 160 half bbls. flour.		3	8,020 bags coffee, 258 logs rosewood.	
			1	St. Thomas	1	1,800 bbls. flour		1	Ballast	
			1	Hampton Roads	1	3,388 bbls. flour		1	4,000 bags coffee	
			4	In port	4	13,166 bbls. flour		4	In port	
	3	Philadelphia	2	Philadelphia	2	5,680 bbls. flour		2	Ballast	
			1	In port	1	2,750 bbls. flour		1	In port	
	3	Boston	1	East Indies	1	700 tons ice and lumber		1	Ballast	
			1	Not stated	1	Ice, apples, &c.		1	do	
			1	In port	1	Sundries		1	In port	
	1	Cardiff	1	Callao	1	1,874 tons coal		1	Ballast	
	1	Isle of May	1	St. Thomas	1	120 moios salt		1	do	
	2	Liverpool	1	Callao	1	1,733 tons coal		1	do	
			1	In port	1	704 tons coal		1	In port	
	1	Newport	1	India	1	1,301 tons coal		1	Ballast	
	1	Put back	1	Callao	1	Ballast		1	do	
	1	Pernambuco	1	Valparaiso	1			1		
	1	Canton	1	Sold	1	Tea and sundries		1	Sold	
	1	Searsport	1	Montevideo	1	Cargo not landed		1	Cargo not landed	
	45		45		45		983,168 00	45		586,113 00

PERU.

CALLAO.

J. E. Lovejoy.

Quarter ended December 31, 1862.‡	6	Melbourne	2	England	2	Ballast		2	2,600 tons guano	$78,000 00
			4	Antwerp	4	....do		4	4,800 tons guano	144,000 00
	1	Acapulco	1	....do	1	....do		1	1,600 tons guano	48,000 00
	2	Rio de Janeiro	1	....do	1	....do		1	1,600 tons guano	48,000 00
			1	Spain	1	....do		1	1,300 tons guano	39,000 00
	3	Liverpool	2	....do	2	....do		2	3,300 tons guano	99,000 00
			1	Antwerp	1	....do		1	1,700 tons guano	51,000 00
	4	Buenos Ayres	1	....do	1	....do		1	1,400 tons guano	42,000 00
			1	England	1	250 tons bones	3,000 00	1	800 tons guano	24,000 00
			1	Spain	1	Ballast		1	1,200 tons guano	36,000 00
			1	Hamburg	1	....do		1	1,200 tons guano	36,000 00
	2	London	1	England	1	....do		1	1,400 tons guano	42,000 00
			1	Spain	1	....do		1	1,400 tons guano	42,000 00
	1	Boston	1	....do	1	Ice and general cargo	40,000 00	1	1,300 tons guano	39,000 00
	1	Cardiff	1	Hamburg	1	1,210 tons coal	20,750 00	1	1,100 tons guano	33,000 00
	1	Havre	1	Spain	1	Ballast		1	1,700 tons guano	51,000 00
	1	Gibraltar	1	....do	1	....do		1	1,600 tons guano	48,000 00
	2	Valparaiso	1	Genoa	1	350 tons wheat	20,000 00	1	700 tons guano	21,000 00
			1	England	1	Ballast		1	1,000 tons guano	30,000 00
	2	Otago	2	....do	2	....do		2	2,100 tons guano	63,000 00
	6	San Francisco	3	Antwerp	3	....do		3	4,300 tons guano	129,000 00
			2	England	2	....do		2	2,200 tons guano	66,000 00
			1	Spain	1	....do		1	1,300 tons guano	39,000 00
	1	Sydney	1	....do	1	....do		1	1,200 tons guano	36,000 00
	1	Montevideo	1	Antwerp	1	....do		1	1,700 tons guano	51,000 00
	1	Manila	1	....do	1	....do		1	1,200 tons guano	36,000 00
	1	Panama	1	....do	1	....do		1	1,600 tons guano	48,000 00
	1	Antwerp	1	Spain	1	....do		1	1,100 tons guano	33,000 00
	1	King George's Sound.	1	England	1	....do		1	1,600 tons guano	48,000 00
	1	New Zealand	1	Spain	1	....do		1	1,000 tons guano	30,000 00
	1	Payta	1	Cruise	1	....do		1	Cruise	.....
	1	Queenstown	1	Spain	1	....do		1	1,100 tons guano	33,000 00
	41		41		41		83,750 00	41	52,100 tons	1,563,000 00
Quarter ended March 31, 1863.§	2	Buenos Ayres	1	Germany	1	360 tons coal	6,500 00	1	1,100 tons guano	33,000 00
			1	England	1	Ballast		1	1,100 tons guano	33,000 00
	5	San Francisco	3	....do	3	....do		3	4,600 tons guano	148,000 00
			2	Antwerp	2	....do		2	2,900 tons guano	87,000 00
	1	Alberni	1	Holland	1	357,627 feet lumber	30,000 00	1	700 tons guano	21,000 00
	1	Acapulco	1	England	1	Ballast		1	1,100 tons guano	33,000 00

* Entered: 7 ships, 23 barks—30, and 7 in port. Cleared: 7 ships, 22 barks, 7 not reported—36, and 1 in port. Aggregate tonnage entered, 9,802.
† Entered: 2 ships, 2 barks—4, and 1 in port. Cleared: 2 ships, 2 barks, 1 sold—5. Aggregate tonnage entered, 1,924.
‡ Entered and cleared: 38 ships, 3 barks—41. Aggregate tonnage entered, 38,462.
§ Entered and cleared: 17 ships, 2 barks—19. Aggregate tonnage entered, 18,812.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
PERU.										
CALLAO.										
J. E. Lovejoy.										
Quarter ended March 31, 1863—Continued.	1	Boston	1	Antwerp	1	Ice and general cargo	$75,000 00	1	1,300 tons guano	$39,000 00
	3	Rio Janeiro	2	England	2	Ballast		2	3,200 tons guano	96,000 00
			1	Antwerp	1	....do		1	1,400 tons guano	42,000 00
	3	Panama	1	England	1	....do		1	1,100 tons guano	33,000 00
			1	Antwerp	1	....do		1	1,300 tons guano	39,000 00
			1	Not stated	1	....do		1		
	1	London	1	Antwerp	1	420 tons coal	6,300 00	1	1,900 tons guano	57,000 00
	1	Calcutta	1	Valparaiso	1	1,200 tons rice	96,000 00	1	Ballast	
	1	Valparaiso	1	San Francisco	1	General cargo	75,000 00	1	...do	
	19		19		19		288,800 00	19		661,000 00
Quarter ended June 30, 1863.	2	Boston	1	Antwerp	1	1,000 tons general cargo	75,000 00	1	1,000 tons guano	30,000 00
			1	England	1	....do ....do	75,000 00	1	1,100 tons guano	33,000 00
	10	San Francisco	7	....do	7	Ballast		7	11,900 tons guano	357,000 00
			3	Antwerp	3	....do		3	5,000 tons guano	150,000 00
	1	Gelong	1	....do	1	....do		1	1,100 tons guano	33,000 00
	5	Acapulco	1	Spain	1	....do		1	1,600 tons guano	48,000 00
			2	England	2	....do		2	3,200 tons guano	96,000 00
			2	Antwerp	2	....do		2	2,900 tons guano	87,000 00
	4	Liverpool	1	....do	1	1,090 tons coal	16,350 00	1	1,700 tons guano	51,000 60
			1	Havre	1	Ballast		1	1,400 tons guano	42,000 00
			2	England	2	2,270 tons coal	33,500 00	2	3,200 tons guano	96,000 00
	5	Valparaiso	1	Panama	1	Ballast		1	Ballast	
			2	England	1	1,000 tons general cargo	60,000 00	1	1,300 tons guano	39,000 00
					1	Ballast		1	1,100 tons guano	33,000 00
			2	France	2	1,095 tons general cargo	60,000 00	2	1,800 tons guano	54,000 00
	1	Shanghai	1	Belle Isle	1	Ballast		1	1,600 tons guano	48,000 00
	5	Rio Janeiro	1	England	1	....do		1	600 tons guano	18,000 00
			3	France	3	....do		3	3,200 tons guano	96,000 00
			1	Antwerp	1	....do		1	1,300 tons guano	39,000 00

	4	Panama	2	England	2	....do		2	2,900 tons guano	87,000 00
			1	Genoa	1	....do		1	1,300 tons guano	39,000 00
			1	Antwerp	1	....do		1	1,300 tons guano	39,000 00
	1	New York	1	Iquique	1	General cargo	75,000 00	1	Ballast	
	1	Payta	1	England	1	Ballast		1	800 tons guano	24,000 00
	5	Montevideo	2	France	2	....do		2	2,100 tons guano	63,000 00
			3	England	3	....do		3	2,600 tons guano	78,000 00
	1	Talcahuana	1	Cruise	1	Oil and stores		1	Same as inward cargo	
	1	Antwerp	1	Antwerp	1	Ballast		1	1,300 tons guano	39,000 00
	1	Melbourne	1	England	1	....do		1	1,100 tons guano	33,000 00
	1	London	1	France	1	....do		1	1,600 tons guano	48,000 00
	48		48		48		394,850 00	48		1,800,000 00
Quarter ended September 30, 1863.†	7	Montevideo	2	Antwerp	7	Ballast		7	8,100 tons guano	243,000 00
			3	England						
			1	Hamburg						
			1	Rotterdam						
	4	Buenos Ayres	3	France	4	....do		4	3,500 tons guano	105,000 00
			1	Rotterdam						
	2	Melbourne	1	France	2	....do		2	2,800 tons guano	84,000 00
			1	England						
	1	New York	1	France	1	550 tons general merchandise	45,000 00	1	600 tons guano	18,000 00
	2	Cardiff	2	....do	2	2,700 tons coal	38,000 00	2	2,900 tons guano	87,000 00
	1	Punta Arenas	1	Punta Arenas	1	26,000 feet lumber	13,500 00	1	Same as inward cargo	
	5	San Francisco	5	England	5	Ballast		5	7,900 tons guano	237,000 00
	4	Rio de Janeiro	4	France	4	....do		4	6,300 tons guano	189,000 00
	1	Sydney	1	Antwerp	1	....do		1	1,300 tons guano	39,000 00
	1	Panama	1	England	1	....do		1	1,600 tons guano	48,000 00
	1	Acapulco	1	....do	1	....do		1	1,300 tons guano	39,000 00
	1	Gibraltar	1	France	1	....do		1	1,300 tons guano	39,000 00
	1	London	1	....do	1	250 tons general merchandise	15,000 00	1	2,000 tons guano	60,000 00
	1	New Zealand	1	....do	1	Ballast		1	1,000 tons guano	30,000 00
	1	Valparaiso	1	Rotterdam	1	....do		1	800 tons guano	24,000 00
	33		33		33		111,500 00	33		1,242,000 00
PAITA.										
C. F. Winslow.										
Quarter ended December 31, 1862.‡	8	Cruise	8	Cruise	8	400 bbls. whale oil and 5,660 bbls. sperm oil.	320,489 60	8	Not stated	
	15	Tumbez	15	....do	15	940 bbls. whale oil and 8,975 bbls. sperm oil.	596,874 50	15	....do	
	1	San Francisco	1	Tumbez	1	Lumber and flour	800 00	1	....do	
	24		24		24		918,164 10	24		

* Entered and cleared: 38 ships, 9 barks, 1 sloop—48. Aggregate tonnage entered, 49,049.
† Entered and cleared: 28 ships, 4 barks, 1 brig—33. Aggregate tonnage entered, 30,128.
‡ Entered: 9 ships, 14 barks, 1 schooner—24. Cleared: The same laying off and on port. Aggregate tonnage entered, 8,203.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
PERU.										
PAITA.										
C. F. Winslow.										
Quarter ended March 31, 1863.*	2	Tumbez	2	Cruise	2	1,290 bbls. sperm oil	$56,152 10	2	Not stated	
	1	New Bedford	1	do	1	100 bbls. sperm oil	3,937 50	1	do	
	1	Cardiff	1	Callao	1	1,035 tons coal	20,700 00	1	In port	
	1	Cruise	1	Cruise	1	120 bbls. sperm oil	4,995 00	1	Laying off and on	
	5		5		5		85,784 60	5		
Quarter ended June 30, 1863.†	1	In port	1	Callao	1	Before reported		1	Ballast	
	6	Cruise	5	Cruise	5	6,530 bbls. sperm oil	360,244 00	5	do	
			1	In port	1			1	In port	
	7		7		7		360,244 00	7		
Quarter ended September 30, 1863.‡	1	In port	1	Cruise	1	Before reported		1	In port	
	7	Cruise	7	do	7	50 bbls. whale and 7,120 barrels sperm oil.	380,438 50	7	Same as inward cargo	
	8		8		8		380,438 50	8		
TUMBEZ.										
D. Card.										
Quarter ended December 31, 1862.§	22	Cruise	5	Cruise	5	4,445 bbls. sperm oil	141,140 00	5	Same as inward cargo	
			17	Paita	17	11,430 barrels sperm oil, 2,191 barrels whale oil.	396,540 00	17	do	
	22		22		22		537,680 00	22		

Quarter ended March 31, 1863.‖	1	San Francisco	1	San Francisco	1	18,000 feet pine lumber	720 00	1	1,500 bbls. sweet potatoes	$2,250 00
	2	New Bedford	2	Cruise	2	100 bbls. sperm oil, 250 bbls. whale oil.	9,500 00	3	Same as inward cargo	
	1	Cruise	1	....do	1	250 bbls. sperm oil	14,000 00			
	4		4		4		24,220 00	4		2,250 00
Quarter ended June 30, 1863.¶	1	New Bedford	1	....do	1	25 bbls. sperm oil, 30 bbls. whale oil.	850 00	1	...do	
Quarter ended September 30, 1863.**	6	Cruise	6	....do	6	3,540 bbls. oil	159,300 00	6	...do	
URUGUAY.										
MONTEVIDEO.										
H. Tuttle.										
Quarter ended December 31, 1862.††	7	In port	2	Queenstown	2	Before reported		2	1,402 tons bones and bone ash	22,659 00
			2	New York	2	....do		2	20,852 dry ox and cow-hides, horsehair, &c.	86,614 00
			1	Callao	1	....do		1	Ballast	
			1	Liverpool	1	....do		1	943 tons bone ash	16,974 00
			1	Sold	1	....do		1	Sold; took Oriental flag	
	2	Baltimore	1	Hong Kong	1	750 tons coal, 180,000 ft. lumber	22,864 00	1	750 tons coal	14,440 00
			1	Buenos Ayres	1	Lumber and general cargo	30,000 00	1	Part inward cargo	15,000 00
	4	Boston	1	Valparaiso	1	260,500 feet lumber	24,820 00	1	Ballast	
			2	Buenos Ayres	2	599,983 feet lumber and general cargo.	52,798 00	2	599,983 feet lumber and inward cargo.	28,798 00
			1	In port	1	Lumber and general cargo	19,000 00	1	In port	
	6	New York	6	Buenos Ayres	6	422 tons salt, 451,000 feet lumber, 60 tierces hams, furniture, and general cargo.	310,676 00	6	422 tons salt and part of inward cargo.	113,992 00
	1	Gluckstadt	1	....do	1	Coal, liquor, &c	30,000 00	1	Part of inward cargo	20,000 00
	2	Philadelphia	2	....do	2	570,000 feet lumber, 100,000 shingles.	28,479 00	2	Ballast	
	3	Buenos Ayres	1	Calcutta	1	Ballast		1	767 tons bones and bone dust.	11,965 00
			1	Liverpool	1	....do		1	Ballast	
			1	Callao	1	....do		1	....do	
	2	Cardiff	2	In port	2	2,135 tons coal	25,753 00	2	In port	
	2	Searsport	2	Buenos Ayres	2	200,000 feet lumber, shingles	43,003 00	2	Inward cargo	
	29		29		29	Montevidean currency	587,393 00	29	Montevidean currency	330,472 00
						United States currency	489,494 16		United States currency	275,393 33

* Entered: 2 ships, 3 barks—5. Cleared: 2 ships, 1 bark, 1 laying off and on—4, and 1 in port. Aggregate tonnage entered, 1,963.
† Entered: 4 ships, 2 barks—6, and 1 in port. Cleared: 3 ships, 3 barks—6, and 1 in port. Aggregate tonnage entered, 2,060.
‡ Entered: 4 ships, 3 barks—7, and 1 in port. Cleared: 4 ships, 3 barks—7, and 1 in port. Aggregate tonnage entered, 2,551.
§ Entered and cleared: 8 ships, 14 barks—22. Aggregate tonnage entered, 7,283. ‖ Entered and cleared: 2 ships, 1 bark, 1 schooner—4. Aggregate tonnage entered, 1,119.
¶ Entered and cleared: 1 bark. Tonnage, 180. ** Entered and cleared: 2 ships, 4 barks—6. Aggregate tonnage entered, 1872.
†† Entered: 11 ships, 7 barks, 4 brigs—22, and 7 in port. Cleared: 13 ships, 7 barks, 4 brigs, 1 schooner, 1 sold—26, and 3 in port. Aggregate tonnage entered, 12,398 43-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
CHILI.										
TALCAHUANA.										
J. H. Trumbull.										
Quarter ended March 31, 1863—Continued.	14	Cruise	5	New Bedford	4	3,410 bbls. sperm oil		4	Same as inward cargo	
					1	Clean		1	Sent oil home	
			1	Valparaiso	1	150 bbls. sperm oil		1	Same as inward cargo	
			1	Nantucket	1	1,500 bbls. sperm oil		1	do	
			1	Westport	1	725 bbls. sperm oil		1	do	
			6	In port	6	2,450 bbls. sperm oil, 10 bbls. whale oil.		6	In port	
	1	Valparaiso	1	New York	1	Copper ore and wool		1	Same as inward cargo	
	1	Tomé	1	do	1	do do	$200,000 00	1	do	
	1	Sea	1	Sold	1	220 bbls. sperm oil		1	Sold	
	1	Caldera	1	Valparaiso	1	Copper ore and wool		1	Same as inward cargo	
	1	New York	1	In port	1	900 tons coal		1	In port	
	31		31		31		200,000 00	31		
Quarter ended June 30, 1863.*	7	In port	4	Cruise	7	Before reported		7	Same as inward cargo	
			2	New Bedford						
			1	San Francisco						
	28	Cruise	24	Cruise	28	3,720 bbls. of whale oil and 17,100 bbls. sperm oil.		28	Same as inward cargo	
			4	New Bedford						
	1	Sea	1	do	1			1		
	1	Tomé	1	Baltimore	1	Saltpetre, wool, hides		1	In port	
	37		37		37			37		
Quarter ended September 30, 1863.†	1	In port	1	Baltimore	1	Before reported		1	Saltpetre, wood, hides	
	3	Cruise	1	Sold	1	330 bbls. sperm oil		1	Vessel sold	
			1	Cruise	1	1,350 bbls. sperm oil		1	Same as inward cargo	
			1	New Bedford	1	1,100 bbls. sperm oil		1	do	
	1	Callao	1	Antwerp	1	826 tons guano		1	do	
	5		5		5			5		

			1	Boston	11	Before reported			1	Ballast	
			1	Rio de Janeiro					1	Flour, barley, bran, &c.; part of inward cargo.	12,000 00
			1	New York					1	25,170 dry hides, 144 bales wool, horsehair, &c.	81,143 00
			1	Acapulco					1	1,267 tons coal, transhipped	10,136 00
			1	Cape Town					1	174 mules	6,394 00
			1	Barbadoes					1	172 mules	6,310 00
	1	Philadelphia	1	San Francisco	1	908 tons coal, 222,000 feet lumber	17,052 00		1	908 tons coal; part of inward cargo.	6,356 00
	8	Buenos Ayres	1	Havana	1	Ballast			1	Ballast	
			2	St. Thomas	2	....do			2	224 mules and ballast	7,840 00
			3	Callao	3	....do			3	Ballast	
			1	Mauritius	1	....do			1	130 mules	4,777 00
			1	Calcutta	1	....do			1	Ballast	
	2	Cadiz	1	Buenos Ayres	1	467 tons salt	2,335 00		1	1,500 dry hides	4,620 00
			1	In port	1	400 tons salt	2,000 00		1	In port	
	1	New Bedford	1	Whaling voyage	1	250 barrels sperm oil	11,250 00		1	Inward cargo	11,250 00
	1	Paysander	1	Condemned	1	Bones and bone ash	5,425 00		1	Vessel condemned	
	3	Boston	2	Callao	2	1,262 M feet lumber, &c.	71,762 00		2	Ballast	
			1	In port	1	Lumber and general cargo	48,000 00		1	In port	
	5	Cardiff	5	....do	5	6,316 tons coal	63,160 00		5	....do	
	6	New York	1	New York	1	4,000 M feet lumber and general cargo.	50,000 00		1	Ballast	
			3	Buenos Ayres	3	1,050 M feet lumber and general cargo.	149,000 00		3	Inward cargo, alcohol, rope	119,000 00
			2	In port	2	Lumber and general cargo	113,000 00		2	In port	
	1	Portland	1	Calcutta	1	300 M ft. lumber and general cargo	9,531 00		1	Ballast	
	1	Hull, England	1	In port	1	1,500 tons coal	15,000 00		1	In port	
	1	Paranagua	1	....do	1	440 logs, 120 sacks yuba, &c.	25,000 00		1	....do	
	1	Put back in distress.	1	....do	1	908 tons coal	6,356 00		1	....do	
	42		42		42		588,871 00		42		287,826 00
Quarter ended September 30, 1863.‡	12	In port	1	Buenos Ayres					1	Tea, hops, glassware; part of inward cargo.	21,666 00
			7	Callao					1	400 tons coal; part of inward cargo.	4,000 00
									6	Ballast	
			1	San Francisco	12	Before reported			1	908 tons coal; part of inward cargo.	6,356 00
			1	Calcutta					1	Ballast	
			1	Boston					1	2,000 dry hides	6,212 00
			1	Sold					1	Sold	
	1	Port San Roman.	1	Queenstown	1	479 pipes tallow	64,665 00		1	639 pipes tallow	82,215 00
	4	Buenos Ayres	4	Callao	4	Ballast			4	Ballast	

* Entered: 7 ships, 11 barks, 6 brigs, 1 schooner—25, and 3 in port. Cleared: 4 ships, 7 barks, 5 brigs, 1 schooner—17, and 11 in port. Aggregate tonnage entered, 13,260 88-95.
† Entered: 19 ships, 9 barks, 3 brigs—31, and 11 in port. Cleared: 15 ships, 11 barks, 3 brigs, 1 condemned—30, and 12 in port. Aggregate tonnage entered, 19,592 23-95.
‡ Entered: 10 ships, 3 barks, 1 schooner—14, and 12 in port. Cleared: 14 ships, 5 barks, 1 brig, 1 schooner—21, 1 sold and 4 in port. Aggregate tonnage entered, 10,651 11-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
URUGUAY.										
MONTEVIDEO.										
H. Tuttle.										
Quarter ended September 30, 1863—Cont'd.	3	New York	2	Buenos Ayres	2	1,050,000 feet lumber, &c	$115,000 00	2	1,050,000 feet lumber, and part of inward cargo.	$108,000 00
			1	In port	1	325,000 feet lumber and assorted cargo.	75,000 00	1	In port	
	1	Philadelphia	1	Bangkok	1	365,000 feet lumber	12,775 00	1	Ballast	
	1	Boston	1	Buenos Ayres	1	600,000 feet lumber, 100 boxes tobacco.	21,700 00	1	Inward cargo	21,700 00
	1	Baltimore	1	....do	1	35,000 feet lumber, alcohol, &c.	40,000 00	1	30 bales horsehair, 3,200 dry hides.	14,670 00
	1	Frankfort	1	In port	1	600,000 feet lumber	19,000 00	1	In port	
	1	Portland	1	....do	1	850,000 feet lumber and assorted cargo.	31,350 00	1	....do	
	1	Hull, England	1	....do	1	2,000 tons coal	20,000 00	1	....do	
	26		26		26		399,490 00	26		264,819 00
VENEZUELA.										
CIUDAD BOLIVAR.										
C. H. Loehr.										
Six months from July 1 to December 31, 1862.*	2	In port	2	Not stated	2	Before reported		2	7,746 tonca beans, 2,569 pounds balsam copaiva, 38,926 hides, 522 deerskins, 40 dozen bitters, 749 pounds old copper, 1,550 ox horns, 12 bales hide cuttings, 395 pounds India-rubber.	138,251 91
	1	New York	1	New York	1	Assorted cargo		1	1,598 pounds balsam copaiva, 13,371 hides, 139 deerskins, 1,963 ox horns.	48,958 49
	3		3		3			3		187,210 40

2d, 3d, and 4th quarters		No report								
LAGUAYRA.										
E. Wampole.										
Quarter ended December 31, 1862.†	3 1 5	New York Baltimore Philadelphia	1 2 1 5	New York Not stated Turk's Island Philadelphia	9	Corn, flour, wheat, apples, potatoes, butter, lard, hams, &c.	163, 824 00	9	Hides, skins, coffee, &c.	76, 468 29
	9		9		9		163, 824 00	9		76, 468 29
Quarter ended March 31, 1863.		No report								
Quarter ended June 30, 1863.		No report								
Quarter ended September 30, 1863.‡	7	Not given	7	Not given	7	Gen'l cargoes, provisions, flour, soap, &c.	151, 957 21	7	Hides, cotton, coffee, cocoa, skins, specie.	115, 768 38
MARACAIBO.										
R. A. Edes.										
Quarter ended December 31, 1862.		No report								
Quarter ended March 31, 1863.§	2	Curaçao	2	Curaçao	2	Salt and salt provisions	24, 500 00	1 1	Tobacco, coffee, and fustic In port	17, 000 00
Quarter ended June 30, 1863.‖	1 1	In port Curaçao	1 1	Curaçao Curaçao	1 1	Before reported Provisions and wine	7, 500 00	1 1	Sold Ballast	
	2		2		2		7, 500 00	2		
Quarter ended September 30, 1863.		No report								
PUERTO CABELLO.										
R. S. Hill.										
1st, 2d, and 3d quarters		No report								
Quarter ended September 30, 1863.¶	1	New York	1	Puerto Cabello	1	Provisions		1	4 bales cotton, 5 bales goatskins, 3 bales sheepskins, and 9 bales hides.	692 00

* Entered: 1 bark, 2 in port. Cleared: 3 barks. Tonnage entered, 295. † Entered and cleared: 9 class not given. Aggregate tonnage entered, 2,173 18-95.
‡ Entered and cleared: 7 class not given. Aggregate tonnage entered, 1,875. § Entered: 2 schooners. Cleared: 1 schooner, and 1 in port. Aggregate tonnage entered, 488.
‖ Entered: 1 schooner, and 1 sold. Cleared: 1 schooner. Tonnage, 106 35-95. ¶ Entered and cleared: 1 steamer. Tonnage, 460 90-95.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
PERU.										
PAITA.										
C. F. Winslow.										
Quarter ended March 31, 1863.*	2	Tumbez	2	Cruise	2	1,290 bbls. sperm oil	$56,152 10	2	Not stated	
	1	New Bedford	1	....do	1	100 bbls. sperm oil	3,937 50	1	....do	
	1	Cardiff	1	Callao	1	1,035 tons coal	20,700 00	1	In port	
	1	Cruise	1	Cruise	1	120 bbls. sperm oil	4,995 00	1	Laying off and on	
	5		5		5		85,784 60	5		
Quarter ended June 30, 1863.†	1	In port	1	Callao	1	Before reported		1	Ballast	
	6	Cruise	5	Cruise	5	6,530 bbls. sperm oil	360,244 00	5	....do	
			1	In port	1			1	In port	
	7		7		7		360,244 00	7		
Quarter ended September 30, 1863.‡	1	In port	1	Cruise	1	Before reported		1	In port	
	7	Cruise	7	....do	7	50 bbls. whale and 7,120 barrels sperm oil.	380,438 50	7	Same as inward cargo	
	8		8		8		380,438 50	8		
TUMBEZ.										
D. Card.										
Quarter ended December 31, 1862.§	22	Cruise	5	Cruise	5	4,445 bbls. sperm oil	141,140 00	5	Same as inward cargo	
			17	Paita	17	11,430 barrels sperm oil, 2,191 barrels whale oil.	396,540 00	17	....do	
	22		22		22		537,680 00	22		

Kingston, Jamaica	J. N. Camp	15	11	23	12	8	8	4	4	50	35
Calcutta	N. P. Jacobs			23	12	29	30	26	15	78	57
Akyab	J. Bullock	1						1	1	2	1
Singapore	F. D. Cobb	27	22	20	23	21	17	21	21	89	83
Hong Kong	H. N. Congar	62	57	60	57	67	69			189	183
Melbourne	W. Blanchard	17	17	17	14	15	20	20	16	69	67
Sydney, N. S. Wales	E. Leavenworth	10	8							10	8
New Castle, N. S. Wales	G. Mitchell	3	3	9	9	4	4			16	16
Port Adelaide	G. W. Smith			3	3	3	3			6	6
Bay of Islands	G. H. Leavenworth			12	12	6	6			18	18
Montreal	J. R. Giddings	1	1							1	1
Quebec	C. S. Ogden	1	1					3	2	4	3
Picton	B. H. Norton	16	16			8	8	94	94	118	118
St. John, N. F.	C. O. Leach	5	5	1		12	13	1	1	19	19
Halifax	M. M. Jackson	9	11	6	6			8	7	23	24
St. John, N. B.	J. Q. Howard	27	15	12	12	58	56	85	80	182	163
St. George's, (Bermuda consulate)	C. M. Allen	4	3	7	6	2	3	1	1	14	13
Hamilton, (Bermuda consulate)	J. T. Darrell	5	4	8	9	3	3	7	7	23	23
Nassau	S. Whiting	12	8					8		20	8
Inagua	D. Sargent			4	4			2	2	6	6
Turk's Island	J. E. Newport	35	36	9	9	6	6	9	8	59	59
East Harbor, Turk's Island	E. Jones	16	17	5	5	3	3	6	6	30	31
Salt Cay	C. T. Stamers	17	17	4	4	1		5	6	27	27
St. Christopher	E. S. Delisle	6	6	7	7	2	2	2	2	17	17
Barbadoes	E. Trowbridge	54	54	35	34	29	29	12	10	130	127
Hobartstown	D. McPherson			4	4					4	4
Stanley, Falkland Islands	W. H. Smyly	4	4							4	4
Montego Bay	G. L. Phillips					2	2			2	2
Victoria, Vancouver's Island	A. Francis	71	71	79	79	60	60	76	76	286	286
Prince Edward Island	J. H. Sherman	7	7			9	9	3	3	19	19
Maulmain	W. Brook			9	3			16	5	25	8
Antigua	N. D. Keneaster M. Galody			1	1			1	1	2	2
Hull	H. J. Atkinson	2	2	7	3	1	4	3	2	13	11
Seychelles	C. Dupuy	†6	†6							6	6
Point de Galle	J. Black	4	4							4	4
Kingston, C. W.	T. J. Angell							23	23	23	23
St. Andrew's, New Brunswick	B. L. Chadbourne							19	17	19	17
St. George's, New Brunswick	A. Sprague							40	40	40	40
Sarnia, Canada	R. C. McMullen					42	42	46	46	88	88
Cork	E. G. Eastman					21	21			21	21
BURMAH.											
Rangoon	G. Bullock							6	4	6	4
FRENCH DOMINIONS.											
Havre	J. O. Putnam	17	14	7	11	18	20	14	12	56	57
Bordeaux	C. Davisson	16	16	9	20	7	5	4	6	36	47

* From June 30, 1862, to June 30, 1863.

† From January 1 to June 30.

Recapitulation—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
FRENCH DOMINIONS—Continued.											
Nantes	J. De la Montaguie					2	3			2	3
Cette	L. S. Nahmens	1	1	4	4	4	4	1	1	10	10
Marseilles	G. W. Van Horn	19	18	13	15	16	17	6	7	54	57
La Rochelle	T. Hyatt	2	1		1					2	2
Guadaloupe	H. Thionville	9	8	6	6	3	3	6	6	24	23
Dunkirk	F. B. Morrell			*1	*1					1	1
Cherbourg	E. Liais							3	3	3	3
St. Pierre, Martinique	W. T. Given	10	9	5	6	6	5	1	1	22	21
St. Pierre, Miquelon	G. Hughes			1	1			2	2	3	3
St. Bartholomew	R. B. Dinzey	1	1	1	1	4	2			6	4
Toulon	A. B. Schucking	1	1							1	1
SPANISH DOMINIONS.											
Cadiz	E. S. Eggleston	19	10	18	26	17	16	9	9	63	61
Malaga	A. M. Hancock	8	9	5	7	11	13	3	1	27	30
Alicante	W. L. Giro	†5	†5			3	3			8	8
Barcelona	J. A. Little	3	3	3	3	4	3	14	13	24	22
Tarreagona	J. A. Little	†3	†3			4	4	9	7	16	14
Havana	R. W. Shufeldt	189	154	192	230	93	95	62	53	536	532
Matanzas	L. H. Chandler	72	47			76	88	32	30	180	165
San Juan de los Remedios	J. Stone	6	5	19	19					25	24
Neuvitas	R. Gibbs	6	3	8	11	14	9			28	23
Santiago de Cuba	E. F. Wallace	10	10	9	9	8	10	3	3	30	32
Trinidad	G. Hogg	24	23	19	21	10	10	4	4	57	58
Mayaguez	J. C. Coxe	19	16	22	21	30	28	13	19	84	84
Manilla	J. Russell			9	9	11	2	7	13	27	23
Almerier	F. P. Roman	1	1			3	1			4	2
Guayama, P. R	C. H. Vergis	6	6	15	10	6	10	3	3	30	29
Cienfuegos	G. Baviro							10	12	10	12
Valencia	G. Kent	2	2			†5		8	8	15	10
Ponce, P. R	J. C. Gallaher			18	16	19	20	7	11	44	47
Bagua la Grande	J. H. Homer					56	51	16	20	72	71
Bilbao	D. Evans										
Santa Cruz	C. Huger			3	3	1	§1			4	4
Santa Cruz, Tenerife	W. H. Dabney	1	§1			2	§2			3	3

Grand Canary	F. W. Manly	14	14	3	3					17	17
Denia	J. Morand					1	1			1	1
Port Mahon	H. B. Robinson	2	2							2	2
Naguabo, Humacao, Fajardo	W. Haddocks			2	2	1	1	1	1	4	4
Arecibo	C. F. Storer					9	8	6	7	15	15
PORTUGUESE DOMINIONS.											
Oporto	H. W. Diman	5	5	1	1	6	6			12	12
Funchal	G. True	In port	2			1	1			1	3
Fayal	C. W. Dabney	15	24	4	4	9	9	33	31	61	68
St. Paul de Loando	R. Cunningham	7	7	4	7	3	2			14	16
Macao	G. Nye	4		2	2	5	4	7	5	18	11
Lisbon	C. A. Munroe			2	2	2	3	5	4	9	9
Antwerp	A. W. Crawford	30	20	21	19	14	6	12	11	77	56
NETHERLANDS DOMINIONS.											
Amsterdam	F. J. Klauser	4	3	1	1	1	1	2	2	8	7
Batavia	J. S. Diehl	1	2	3	2	3	2	2	2	9	8
Paramaribo	H. Sawyer	3	3							3	3
Padang	S. Higginson, jr							2		2	
Rotterdam	G. E. Wiss	3	6	5	3	3	5	8	6	19	20
St. Martin's	C. Rey	4								4	
HANSE TOWNS.											
Bremerhaven	F. W. Specht	10	5	2	7	2	1	6	4	20	17
Hamburg	J. H. Anderson	2	3	3	3	3	1	8	4	16	11
Bergen	O. E. Dreutzer	1	1							1	1
SWEDEN AND NORWAY.											
Gothenburg	J. P. M. Epping	1	1							1	1
DANISH DOMINIONS.											
Altona	W. Marsh	1		In port	1					1	1
Christiansted, St. Croix	E. H. Perkins	7	7	4	4	3	3	3	4	17	18
Elsinore	G. P. Hansen					6	6	7	7	13	13
St. Thomas	J. T. Edgar	40	34	47	48	30	32	11	12	128	126
Fredericksted, St. Croix	W. Moore	5	5	7	6	5	4	3	5	20	20
RUSSIAN DOMINIONS.											
Amoor river	H. G. O. Chase	1	1			5	2	6	6	12	9
Cronstadt	A. Wilkins	1	1			9	6	6	7	16	14
Wiborg	J. Sparrow					§1	§1			1	1

* Six months from the 1st January to 30th June. † Six months to June 30. ‡ In port. § Six months.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
URUGUAY.										
MONTEVIDEO.										
H. Tuttle.										
Quarter ended September 30, 1863—Cont'd.	3	New York	2	Buenos Ayres	2	1,050,000 feet lumber, &c	$115,000 00	2	1,050,000 feet lumber, and part of inward cargo.	$108,000 00
			1	In port	1	325,000 feet lumber and assorted cargo.	75,000 00	1	In port	
	1	Philadelphia	1	Bangkok	1	365,000 feet lumber	12,775 00	1	Ballast	
	1	Boston	1	Buenos Ayres	1	600,000 feet lumber, 100 boxes tobacco.	21,700 00	1	Inward cargo	21,700 00
	1	Baltimore	1	....do	1	35,000 feet lumber, alcohol, &c.	40,000 00	1	30 bales horsehair, 3,200 dry hides.	14,670 00
	1	Frankfort	1	In port	1	600,000 feet lumber	19,000 00	1	In port	
	1	Portland	1	....do	1	850,000 feet lumber and assorted cargo.	31,350 00	1	....do	
	1	Hull, England	1	....do	1	2,000 tons coal	20,000 00	1	....do	
	26		26		26		399,490 00	26		264,819 00
VENEZUELA.										
CIUDAD BOLIVAR.										
C. H. Loehr.										
Six months from July 1 to December 31, 1862.*	2	In port	2	Not stated	2	Before reported		2	7,746 tonca beans, 2,569 pounds balsam copaiva, 38,926 hides, 522 deerskins, 40 dozen bitters, 749 pounds old copper, 1,550 ox horns, 12 bales hide cuttings, 395 pounds India-rubber.	138,251 91
	1	New York	1	New York	1	Assorted cargo		1	1,508 pounds balsam copaiva, 13,371 hides, 139 deerskins, 1,963 ox horns.	48,958 49
	3		3		3			3		187,210 40

SIAM.											
Bangkok	A. J. Weservelt	21	19	4	7	8	8			33	34
JAPAN.											
Kanagawa	G. S. Fisher	13	*11							13	11
Nagasaki†	J. G. Walsh	25	16	25	*18					81	61
CHINA.											
Amoy	O. B. Bradford	5	6	2	3	4	4	6	6	17	19
Canton	O. H. Perry	46	46	11	8	17		5		79	54
Fow-chow-foo	W. H. Carpenter	30	19	42	49	12	17	31	23	115	108
Ningpoo	W. P. Mangum	82	70	69	67	133	125	71	65	355	327
Shanghai	J. F. Seward	287	241	282	224	323	270	178	166	1,070	901
Swatow	C. W. Bradley	7	5	4	5	12	8	9	8	32	26
JAPAN.											
Hakodadi	E. E. Rice					9	9			9	9
Kanagawa	G. S. Fisher					19	16	16	10	35	26
HAWAIIAN ISLANDS.											
Hilo	T. Miller	3	3							3	3
Honolulu	A. Caldwell	42	42	23	18	21	31	17	14	103	105
Lahaina	S. Long	10	10	3	3	4	4	1	1	18	18
FRIENDLY ISLANDS.											
Apia	E. W. Gardner	2	1							2	1
DOMINICAN REPUBLIC.											
St. Domingo City	W. G. W. Jaeger			4	4	1	1	1	1	6	6
HAYTI.											
Cape Haytien	A. Folsom	11	7	13	15	14	9	10	16	48	47
Gonaives	A. Hilchenback	7	4	5	7	5	6	1	1	18	18
Jacmel	C. Moravia	9	7	7	7	7	7	2	4	25	25
Port au Prince	H. Conard	10	9	12	11	4	3	7	6	33	29
St. Marc	F. A. Retham	‡19	‡19							19	19
MEXICO.											
Acapulco	L. S. Ely			25	25	21	20	22	22	68	67
La Paz	F. B. Elmer			6	6	4	4	6	6	16	16
Manzanillo	J. Xanthus			8	8	11	10			19	18

* Six months. † During the first quarter of 1862, 31 vessels entered and 27 cleared this port. ‡ From April 1, 1862, to September 30, 1863.

RECAPITULATION.

Showing the navigation of the United States with each consulate in each foreign country, during each quarter of the year ended September 30, 1863, as far as data have been furnished by consular returns received at the statistical office of the Department of State.

(For aggregate values of cargoes, inward and outward, descriptions and quantities of merchandise, aggregate tonnage entered, and other minor details, the tabular statements must be consulted.)

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
BRITISH DOMINIONS.											
Liverpool	T. H. Dudley	172	160	97	100	97	104	75	75	441	439
Bristol	Z. Eastman	12	17	8	8	4	7	7	5	31	37
Cowes	T. Harling	4	4							4	4
Sunderland	R. M. Hudson	4	4	7	3	4	7	4	3	19	17
Southampton	J. Britton			4	4					4	4
Cardiff	C. D. Cleveland	30	34	48	43	23	37	35	35	136	149
Newport	J. N. Knapp	11	7	7	6	8	4	9	9	35	26
Gloucester	J. Jones	4	4	4	2	2	2	2	2	12	10
Swansea	H. Morice	5	5	2	3	1	2			8	10
Milford Haven	A. B. Harris	1	1							1	1
Falmouth	A. Fox	21	21	11	10	3	5	6	5	41	41
Plymouth	T. W. Fox	1	1	2	1	1	2	1	1	5	5
New-Castle-upon-Tyne	J. H. McChesney	14	14	10	9	9	8	8	8	41	39
Portsmouth	J. Garrett										
Weymouth	W. Roberts										
Glasgow	W. L. Underwood	26	21	14	15	8	8	13	11	61	55
Leith	N. W. McLachlin	*4	*3					1	1	5	4
Dublin	H. B. Hammond	8	4	6	4					14	8
Belfast	J. Young	6	6	2	2	3	2	1	1	12	11
Londonderry	A. Henderson	8	7	1	2	3	4	7	7	19	20
Waterford	J. Williams	2	2							2	2
Gibraltar	H. J. Sprague	23	23	20	20	11	11	12	12	66	66
St. Helena	G. Gerard	22	22	32	31	21	19	16	19	91	91
Sierra Leone	H. Rider			15	12			4	5	19	17
Port Elizabeth	J. C. Hess							3	3	3	3
Simon's Town	J. M. Hoets							3	3	3	3
Capetown	W. Graham			7	5	8	4	11	12	11	12
Mauritius	T. Shankland	11	15			2	2	18	14	44	36
Bombay	G. A. Kittridge							7	4	9	6

CHILE.											
Talcahuana	J. H. Trumbul			31	24	30	36	4	4	65	64
PERU.											
Calla	J. E. Lovejoy	41	41	19	19	48	48	33	33	141	141
Paita	C. F. Winslow	24	24	5	4	6	6	7	7	42	41
Tumbez	D. Card	22	22	4	4	1	1	6	6	33	35
URUGUAY.											
Monte Video	H. Tuttle	22	26	25	17	31	30	14	21	91	94
VENEZUELA.											
Ciudad Bolivar	C. H. Locke	1	3							1	3
Laguayra	E. Wampole	9	9					7	7	16	16
Maracaibo	R. A. Eles			2	1	1	1			3	2
Puerto Cabello	R. S. Hill										

* One year.

Recapitulation—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
FRENCH DOMINIONS—Continued.											
Nantes	J. De la Montaguie					2	3			2	3
Cette	L. S. Nahmens	1	1	4	4	4	4	1	1	10	10
Marseilles	G. W. Van Horn	19	18	13	15	16	17	6	7	54	57
La Rochelle	T. Hyatt	2	1		1					2	2
Guadaloupe	H. Thionville	9	8	6	6	3	3	6	6	24	23
Dunkirk	F. B. Morrell			*1	*1					1	1
Cherbourg	E. Liais							3	3	3	3
St. Pierre, Martinique	W. T. Given	10	9	5	6	6	5	1	1	22	21
St. Pierre, Miquelon	G. Hughes			1	1			2	2	3	3
St. Bartholomew	R. B. Dinzey	1	1	1	1	4	2			6	4
Toulon	A. B. Schucking	1	1							1	1
SPANISH DOMINIONS.											
Cadiz	E. S. Eggleston	19	10	18	26	17	16	9	9	63	61
Malaga	A. M. Hancock	8	9	5	7	11	13	3	1	27	30
Alicante	W. L. Giro	†5	†5			3	3			8	8
Barcelona	J. A. Little	3	3	3	3	4	3	14	13	24	22
Tarreagona	J. A. Little	†3	†3			4	4	9	7	16	14
Havana	R. W. Shufeldt	189	154	192	230	93	95	62	53	536	532
Matanzas	L. H. Chandler	72	47			76	88	32	30	180	165
San Juan de los Remedios	J. Stone	6	5	19	19					25	24
Neuvitas	R. Gibbs	6	3	8	11	14	9			28	23
Santiago de Cuba	E. F. Wallace	10	10	9	9	8	10	3	3	30	32
Trinidad	G. Hogg	24	23	19	21	10	10	4	4	57	58
Mayagues	J. C. Coxe	19	16	22	21	30	28	13	19	84	84
Manilla	J. Russell			9	9	11	2	7	13	27	23
Almerier	F. P. Roman	1	1			3	1			4	2
Gunyama, P. R	C. H. Vergis	6	6	15	10	6	10	3	3	30	29
Cienfuegos	G. Baviro							10	12	10	12
Valencia	G. Kent	2	2			†5		8	8	15	10
Ponce, P. R	J. C. Gallaher			18	16	19	20	7	11	44	47
Bagua la Grande	J. H. Homer					56	51	16	20	72	71
Bilbao	D. Evans										
Santa Cruz	C. Huger			5	5	1	§1			4	4
Santa Cruz, Teneriffe	W. H. Dabney	1	§1			2	§2			3	3

Recapitulation—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
AUSTRIA.											
Trieste	R. Hildreth	1	1	3	2	1	2			5	5
PRUSSIA.											
Stettin	C. J. Sundell					1	In port..	In port..	1	1	1
SARDINIA.											
Cagliari	E. Perins			1	1					1	1
Genoa	D. H. Wheeler	13	16	7	12	11	11	3	3	34	42
Spezia	W. T. Rice	1	1							1	1
TUSCANY.											
Leghorn	A. J. Stevens	8	7	7	10	5	4	4	5	24	26
TWO SICILIES.											
Messina	F. W. Behn	17	12	27	30	6	8			50	50
Naples	N. Hammett	3	3	3	2	2	3	1	1	10	9
Palermo	L. Monte	15	15	16	15	13	14	2	2	46	46
TURKEY.											
Alexandria	W. S. Thayer					1	2			1	2
Constantinople	C. W. Goddard	12	12	10	10	5	4	8	9	35	35
Galatz	W. W. Thomas, jr	4	2	2	2	1	1			7	5
Smyrna	J. Bing	11	10	6	4	4	5	4	3	25	22
LIBERIA.											
Monrovia	A. Hanson	9	7	4	6	4	4	3	3	20	20
MUSCAT.											
Zanzibar	W. W. Goodhue	4	4	2	2			3	3	9	9